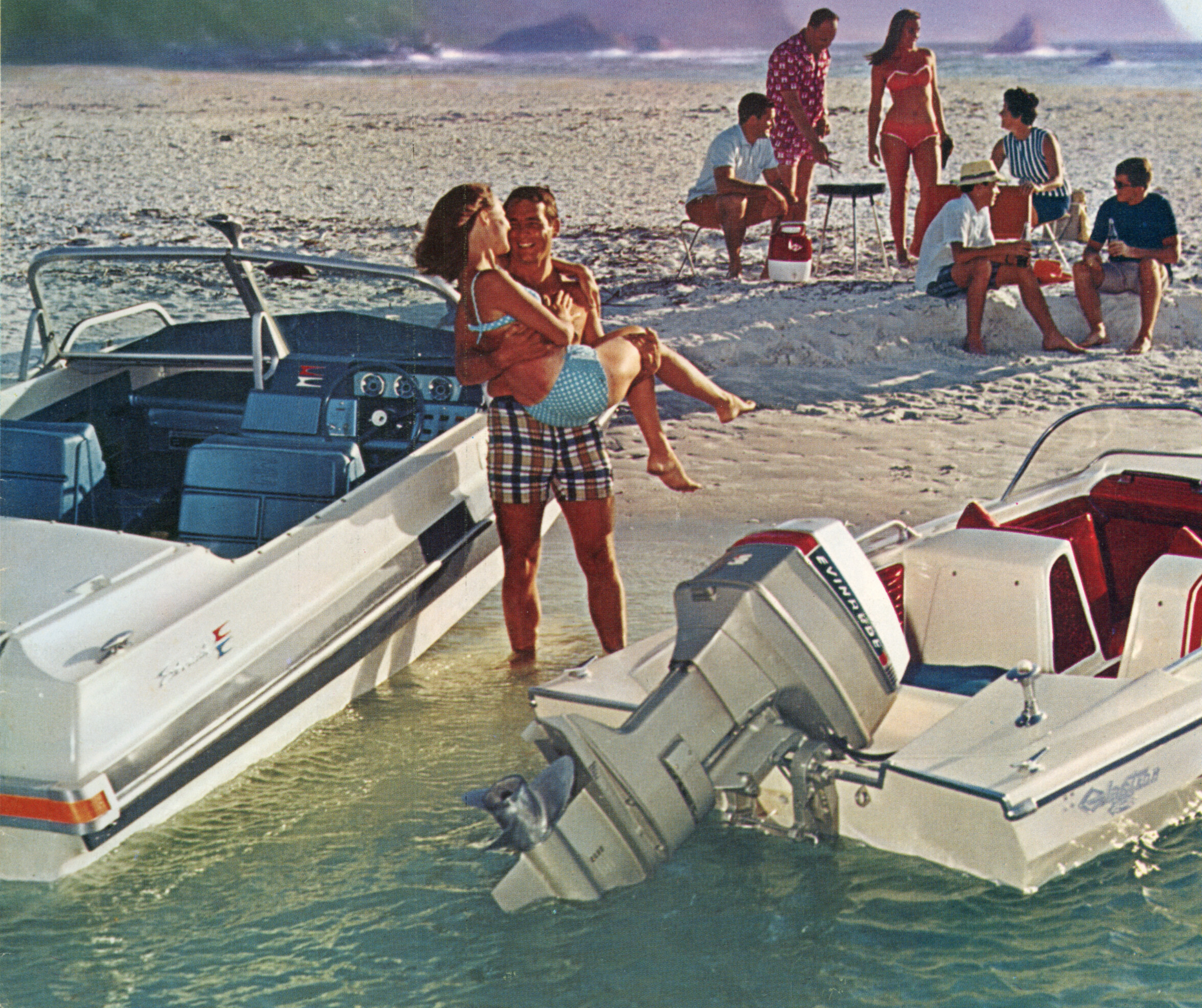


# EVINRUDE

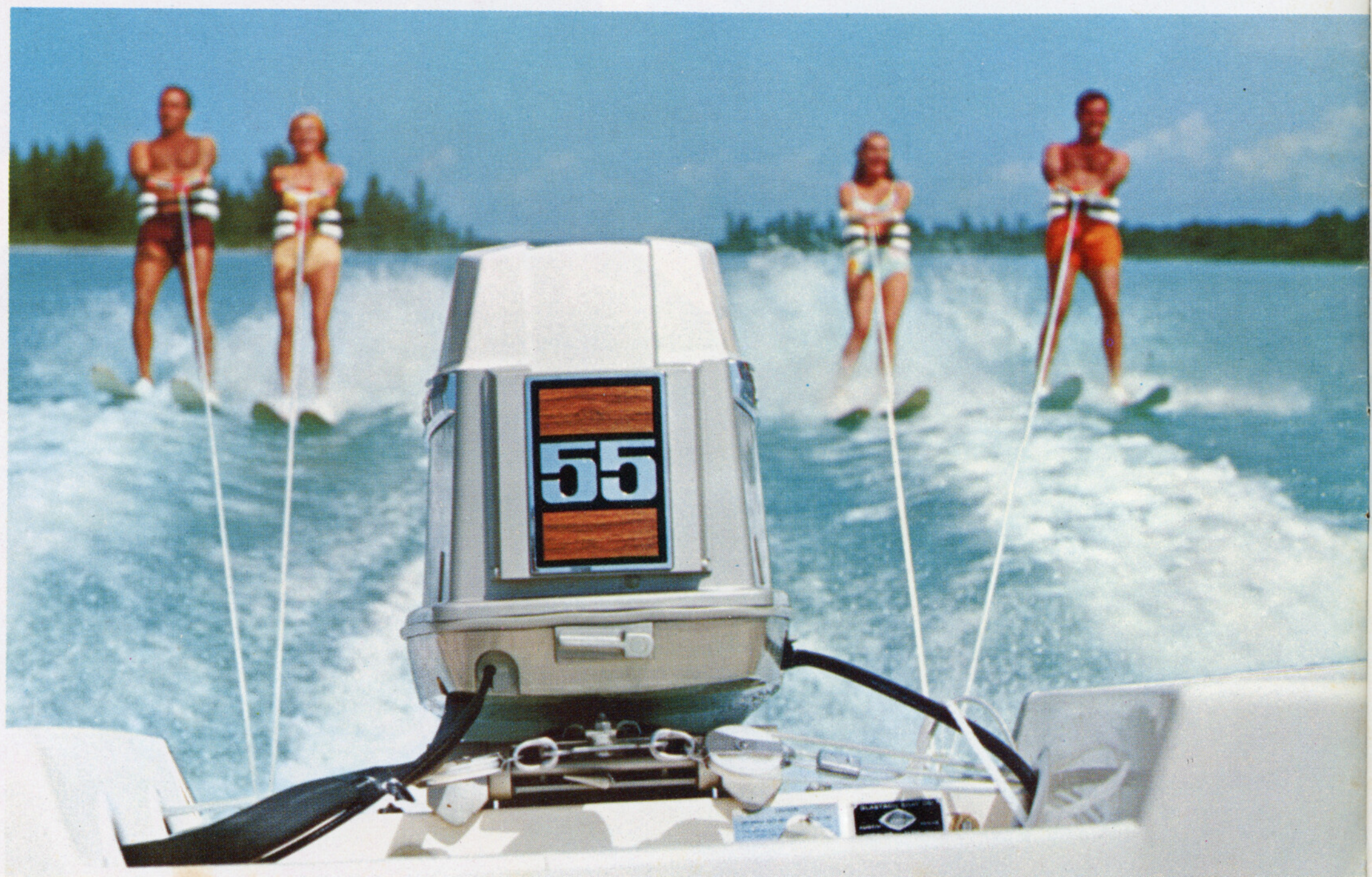
## '68







*Triumph puts runabouts like this in the 40 mph class.*



*It will start a gang of skiers, and ski them fast enough for fun.*



# 55 hp TRIUMPH

The Triumph "55" is a brand new breed of horsepower — unique in its class. Part race horse, part work horse — with the capabilities of both, without the limitations of either.

It's the first mid-range motor to combine racing runabout speeds with the thrust of a tournament-class ski machine and the size and cruising economy of a compact "50".

What makes it different?

Several things. To begin with, it's a "three." A different kind of three cylinder motor than any high production outboard ever built before.

It has an ingeniously efficient method of "charging" the cylinders with fuel (Fig. 1). A method that makes unnecessary the conventional piston dome deflector — that makes possible higher compression and permits a more efficient combustion chamber shape — resulting in higher power per cubic inch of piston displacement, and more power from less fuel.

To realize the full potential of this more efficient method of "charging" the cylinders, the powerhead is coupled to the most highly "tuned" exhaust system ever designed into a fully quieted outboard motor.

The lower unit design is straight out of a computer, programmed to find the best possible combination of underwater shape and gearing for the widest possible range of speed and load conditions.

The result not only looks different. It is different. Different from any outboard motor ever built — in two important respects.

First — it has an uncommonly low gear ratio (.42) — which permits use of a large high-rake progressive pitch propeller which delivers exceptional thrust at low speeds, without sacrificing efficiency at high speeds.

Second — it uses a new Space Age version of Ole Evinrude's original prop-hub exhaust — which achieves the desired efficiency but avoids the propeller cavitation and erosion problems of earlier designs. (Fig. 2.)

The Triumph "55" has a full complement of Evinrude luxury features: Full-range sound-sealed quieting. High intensity CD Electronic Ignition. Three-barrel fixed-jet carburetion. Push-button shifting (with controls furnished). 9 amp flywheel alternator (with 15 amp alternator available). A new and better kind of automatic choke. Key-turn starting. Thermostat temperature control. Adjustable transom brackets. Choice of propellers.

To the widest selection of outboard motors ever offered — Evinrude now adds the versatile Triumph "55" — with the widest range of efficient performance ever designed into an outboard motor. That's why we call it the Triumph!

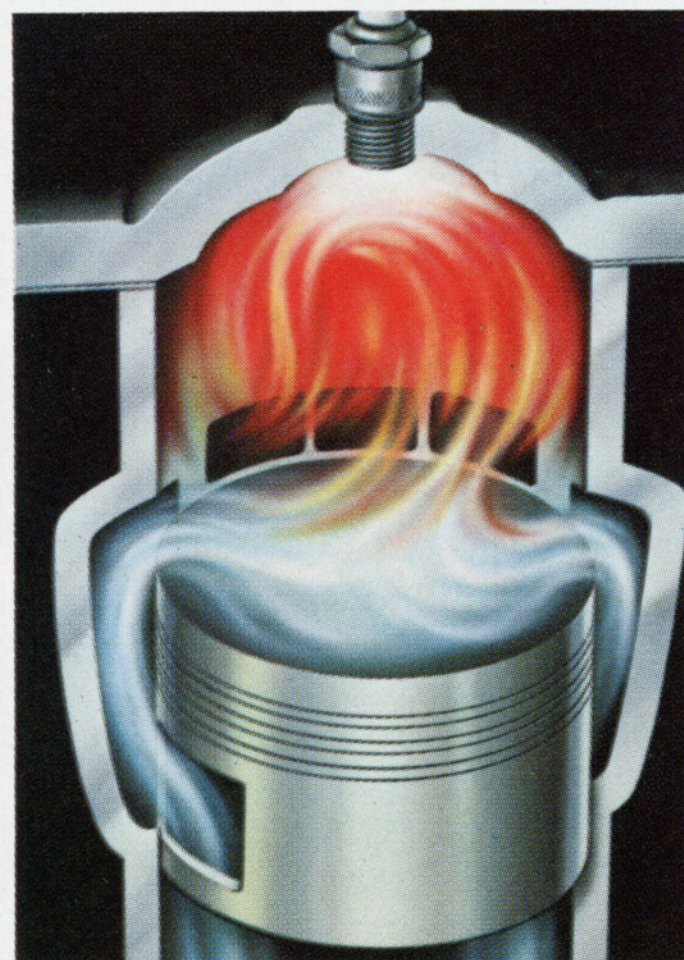


Fig. 1 Triumph's upward-slanted intake ports feed the incoming fuel charge directly into the top of the combustion chamber — eliminating need for a piston deflector to keep the fuel charge from escaping across the piston.

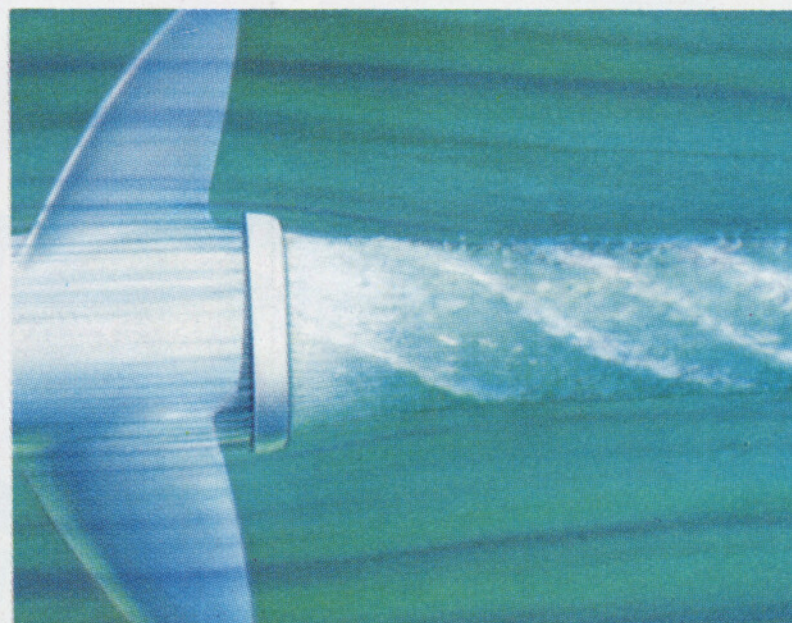


Fig. 2 Part of the secret of Triumph's remarkable hydrodynamic efficiency is the slotted Thrust Accelerator Ring (Pat. Pending) which encircles the propeller hub. This ring squeezes the flow inward in a converging cone of high velocity water which confines exhaust gases to the vortex directly behind the propeller hub — preventing exhaust gases from reaching propeller blades and causing cavitation.

Complete specifications — pages 30-31.



Triumph hustles this 19-footer at runabout speeds.





*The power that keeps the action going.*

This is as far as you can go in high thrust, responsive, compact, luxurious outboard power.

Other engines may promise more "horses." Or more cylinders. Or more displacement. But the Evinrude Starflite 100-S has more of the good things going for it than any other marine power plant in its power range — outboard, or inboard, or inboard-outboard.

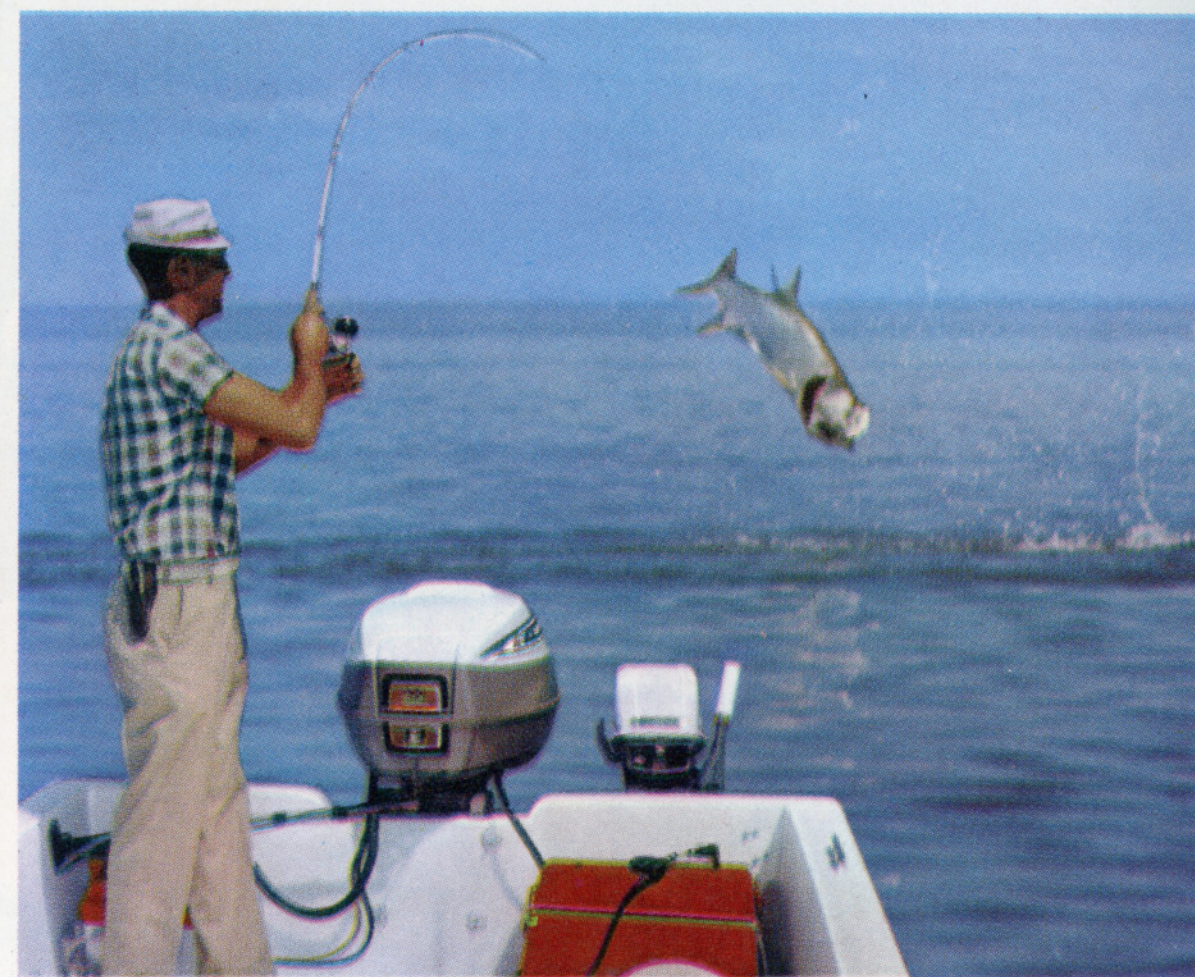
Performance is one. A modified version of the 100-S holds the world's outboard speed record — 130.9 mph. A pair of 100's "right out of the box" won first place overall in the roughest ocean race ever run. And the everyday production version will match performance with a 120 hp inboard-outboard, and equal it in fuel economy.

But it's in round-trip reliability that the 100-S really shines.

Dual stroke V-4 engine design gives it a built-in edge here. With only one-third as many moving, wearing parts — it's inherently more reliable, partly because there are far fewer things that *can* go wrong — but mostly because the parts we've eliminated are the parts that *do* go wrong.

For example: the 100-S doesn't have valves. So it can't have valve problems. Or need valve adjustments.

# 100<sup>hp</sup> STARFLITE 100-S



*Back country favorite.*

The ignition system is 100% electronic — embedded in solid plastic — built to outlast the motor. There are no points — nothing that can wear or get out of adjustment. Spark plugs last longer — an average of a season or more of service.

The 15 amp flywheel alternator doesn't use bearings or belts or brushes. And its electronic voltage regulator is sealed in solid plastic.

The fuel system is doubly protected — with filters in the fuel pump as well as the tank. The cooling system is generously oversize — then kept up to operating temperature by an automatic thermostat.

The entire engine is built for salt water service — not merely converted to it.

Despite its rugged simplicity — the 100-S is in a class by itself for luxury.

Push-button electric shifting (controls are furnished with the engine). Full range (virtually vibrationless) sound-sealed quieting. Automatic choke. Sea tight powerhoods. Adjustable transom brackets — to let you get the most efficient match of boat and motor.

And a two-year warranty to let you know we stand behind what we say about the 100-S — all the way.

**Complete specifications — pages 30-31.**





*High torque Evinrude power won't let you down.*



*High intensity CD ignition makes completely practical the use of cool-running, long lasting surface gap (360° arc) plugs — virtually eliminates common pre-ignition problems caused by build-up of metallic deposits and carbon residue.*



# 85 hp STARFLITE

Starflite 85 is top-of-the-line in every respect. Except that it develops a little less power than our 100-S. And it sells for a little less.

It's designed for the man who doesn't quite need 100 horsepower, but who wants a full measure of everything else. Features like high torque power — from a smooth, low friction Evinrude V-4. And sound-sealed quiet, with the sea sealed out and the sound sealed in. And push-button electric shifting. And CD electronic ignition with the new cool running, long lasting surface gap spark plugs. Along with key-turn starting, automatic choke, and thermostat temperature control. And the electronically regulated heavy duty 15 amp alternator.

The Starflite 85, like the 100-S, comes complete, ready to run. Electric push button shift and throttle controls are furnished with the engine. And the right propeller for your boat from a choice of five. The new Evinrude adjustable transom brackets, that allow you to match boat and motor for best operation and peak economy, are standard equipment.

About the only extra you can add is electric power tilt, controlled from the dash.

*Bring your friends along.*



Here is real blue water muscle at a bare bones budget price. Speedifour 85 is the standard version of the Starflite 85. Same load-hustling power and 40 mph-plus performance from the same rugged, high spirited V-4. It has the same plug-saving CD electronic ignition. Quieting is identical. So is key-turn starting, automatic choke, and thermostat-controlled cooling.

The big differences are the shifting method, the alternator, and the styling.

Speedifour has a crisp, snap-action mechanical shift — instead of push-button electric shift. It has the same shifting method that is standard equipment on most de-luxe outboards.

And it has a 9 amp alternator. Which is as much capacity as you get on most de-luxe motors. If you need more, a 15 amp alternator is available.

Speedifour 85 comes with adjustable transom bracket and your choice of one of five propellers. Power tilt available as an accessory.

# 85 hp SPEEDIFOUR





*Most comfortable seat in the boat — next to a quiet Starflite.*

*No place for second best here. This is Evinrude country.*



*Designed by fishermen for fishermen.*



*High intensity CD Electronic Ignition is standard on all Evinrude V-4 engines. Cool-running 360° arc surface-gap plugs last four to five times longer.*



# 65 hp SPORTFOUR



*Girl watchers never had it better.*



For 10 years, owning an Evinrude Lark has been the mark of a man who demands the finest, and no compromise.

# 40 hp LARK

If you're looking for the most motor for your money, no need to look further.

The Sportfour is 65 "horses" strong — and the biggest in its power class in piston displacement — 70.7 cubic inches.

In an outboard, piston displacement translates into torque — pure unadulterated pulling power.

That's why the Sportfour 65 is the odds-on favorite for the big jobs in boating. Powering houseboats. And cruisers. Ski boats. And big fishing rigs.

Where high thrust is more important than high speed, the Sportfour heavy duty model is available with a heavy duty gearcase that's geared to plane anything that's designed to plane.

Sportfour comes with an impressive set of luxury features, despite its low cost. Sound sealed powerhead. CD Electronic Ignition. Key-turn starting. Thermostat temperature control. Electric choke. 9 amp alternator (15 amp available). Adjustable transom brackets. And snap-action gearshift ready for remote controls.

Power tilt is an available option.

It still is. No motor in its power class offers so much to make boating so enjoyable, from the first day of the season to final haul out.

It's the smallest Evinrude with a complete complement of big-motor luxury features. It's the only motor in its class with push-button shifting. It has a number of features — unusual in its class — like automatic choke, and a fully regulated 10 amp generator. And, of course, it comes with electric starting, fixed-jet carburetion, sound-sealed quieting — and a full set of controls for throttle and shifting are furnished at no extra cost.

It's one of the smoothest, quietest of all Evinrudes — traditionally the standard of performance in its power class.

For years, the Lark has been at the top of the popularity list. Over the years, no motor has brought so much enjoyment to so many people as the Evinrude Lark.

It's even better for 1968.

Complete specifications — pages 30-31.





*You're the captain — with an Evinrude at your command.*

*You hear the sound of the spray above the song of the motor.*







*Ski, anyone?*



*Own your own island of adventure.*



*Best buy in fun country.*







# 40 hp BIG TWIN

Big Twin comes two ways. With key-turn electric start, and with re-wind rope start.

Either way, you get all of the basic performance features that have made Evinrude "40's" the most popular middle-sized motors around, year after year.

Sound sealed quiet and thermostat temperature control are standard equipment. So is snap-action mechanical shifting, fixed-jet carburetion, and slip clutch propeller protection. The electric start model has an automatic thermo-electric choke, as well. And a generator can be added anytime.

At 40 hp, Big Twin has spirit enough for slalom skiing, stamina enough for big water fishing, and power enough for family cruising. And a look of luxury that makes it welcome anywhere.

All at a price that lets you enjoy the fun of boating for less than you may already be spending for family recreation.



*Divers' choice.*

# 33 hp SKI TWIN

We designed this motor with lots of displacement (40.5 cu. in.) to give it lots of torque (load pulling power), in response to requests from skiers. And we built it to sell at a budget price.

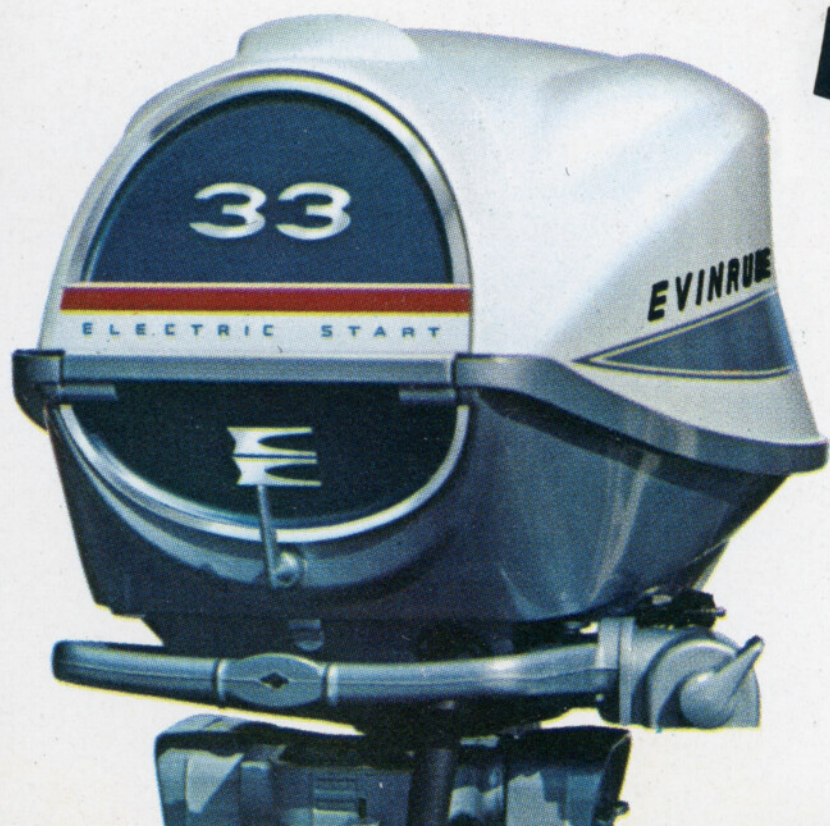
To dramatize its qualities, we named it Ski Twin. But we reckoned without the fishermen who wanted exactly the same qualities for completely different reasons.

So now it's a toss-up. Skiers love it. So do fishermen.

Including a lot of commercial fishermen who are impressed with its ability to operate day-in, day-out with minimum maintenance.

Ski Twin comes in two models. An electric starting model, and a re-wind rope start model. The electric start model has a remote electric choke, and can be equipped with a generator.

A steering handle is available as an accessory.



**Complete specifications — pages 30-31.**



New lower unit — as tough as it is efficient.

# 18 hp FASTWIN



This is the highest horsepower Evinrude that one man can lift on or off a boat and carry in his car. It's also the old reliable. The most trouble-free motor we have ever made. So when we change it, we move cautiously.

Last year we gave it a little more performance and speed, and we figured out how to improve fuel economy at the same time.

This year we're changing it to make it even more reliable. We're giving it a new, stronger, sturdier, more streamlined gearcase.

The basics we haven't changed. It still rates all the de-luxe features that are standard with Evinrude. Sound sealed quieting. Thermostat temperature control. Modern short stroke "oversquare" engine. Full gearshift. Long range plug-in tank. Twist grip throttle. Slip clutch propeller.

Electric starting is available as an accessory. You can add it any time.

# 9 $\frac{1}{2}$ hp SPORTWIN

More fishermen buy the Evinrude Sportwin than any other motor we make. And the reason is simple.

Sportwin fits the needs of more fishermen than any other motor. It's compact — just 34 inches from the top of its sound-tight hood to the bottom of its new streamlined lower unit. It totes and stows like a motor half its horsepower.

It's fast — up to 20 mph on light fishing boats. It planes a load of three and all their gear.

It's quiet — fully sound engineered throughout the full range. Quietest of all in the boat where you need quiet most.

It's smooth — especially at dead slow trolling speeds, and it stays that way hour after hour.

On the boat, Sportwin hides down low. You can fish right over the top of it — just as though the motor weren't there. It makes the skipper's seat the best in the boat.

De-luxe throughout. With full gearshift, thermostat temperature control, slip clutch propeller, fold down handle, long range fuel tank, and 16 different running positions. Including 8 just for running in weeds and shallows.



Easy to carry, fun to fish with.

Complete specifications — pages 30-31.





*Escape vehicle, Evinrude style.*

*Where a Sportwin goes — quiet stays.*







*Smart fishermen have all the luck.*

# 6hp FISHERMAN

This is the smoothest, quietest Evinrude made. It even shades our 9½ by a whisper.

It's also the smallest Evinrude with a full set of de-luxe fishing motor features. Full gearshift. Long range plug-in fuel tank (it lasts for days of ordinary fishing). Thermostat temperature control. Slip clutch propeller. And now a new hydrodynamically streamlined lower unit.

It's built with the precision of a fine watch — yet it has the stamina of a diesel. You can run it full bore all day long (it'll plane two fishermen in a light fishing skiff).



*Top mounted controls are available.*

You can throttle it down and troll by the hour at a disciplined whisper.

It's the perfect take-along — just 51 lbs., and designed to live in a car trunk. Built for the man who takes his fishing, and his fishing gear seriously. You can't buy a better motor in or near its power class.

Optional top-mounted controls convert the Fisherman for outboard auxiliary use or sailboat operation.

**Complete specifications — pages 30-31.**

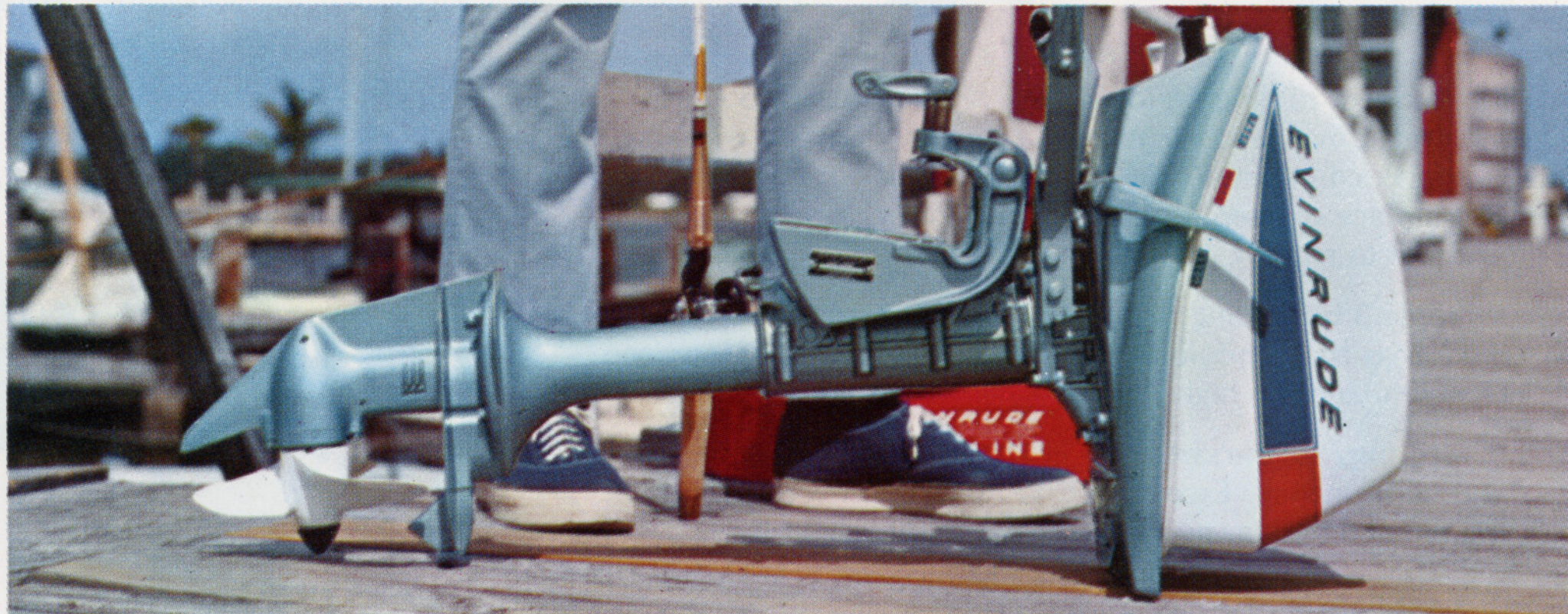


# 5 hp ANGLER

*Works in all positions.*



*Basic transportation for fishermen.*



*Good fishing starts with an Angler.*

In northern fishing areas, they call it the "Guide's motor" — because guides were quick to appreciate how much performance it offered, for how little money.

The Angler is all Evinrude. A smooth, rugged, alternate-firing twin that runs with smoothness and authority no "bargain" single can match.

It's easy to start and fun to run. With full 360 degree reverse — just point the motor in the direction you want to go. This year it has a brand new "under the seat" 3 gallon tank.

The Angler is perfect for rental boats, car toppers, and light utilities. Its high thrust lower unit makes it an ideal auxiliary for small and medium size yachts.

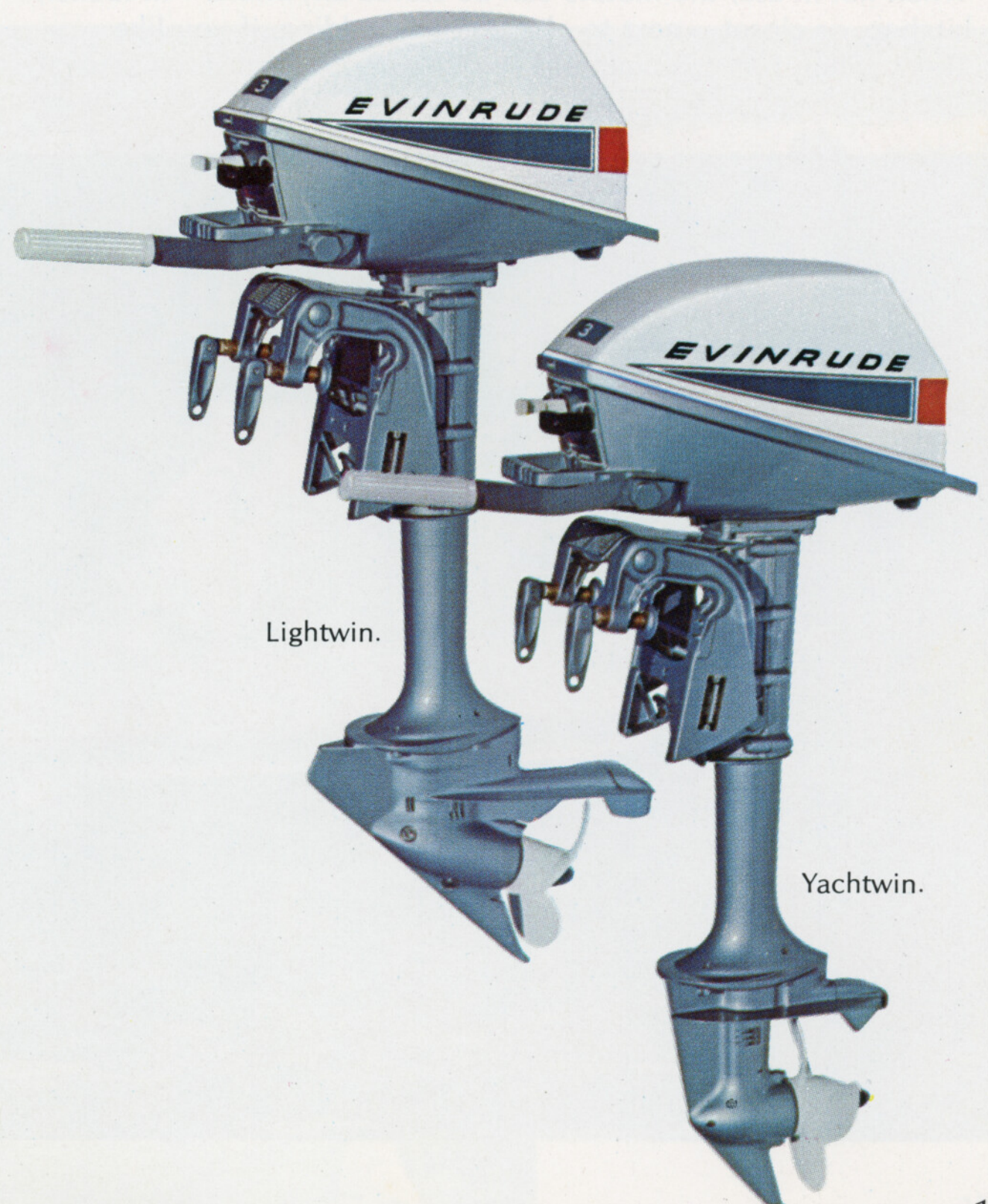
And its small price makes it as easy to buy as it is to carry.

# 3 hp STANDARD MOTORS

Evinrude 3's come in two standard (non-folding) models. The Lightwin with angled Fisherman Drive and weedless propeller that will go anywhere there's water to float a fish. And the Yachtwin with right angle drive and high thrust gearing and power propeller.

This year, both of them are all new on the outside — with new compact, spray-tight powerhoods, new transom brackets, new quieting, new controls, new styling, and new long range plug-in 3 gallon fuel tank.

On the inside, they're still the same smooth, rugged alternate firing twins, built with the same care and precision as the most de-luxe motors in the line.



Lightwin.

Yachtwin.



# 3 hp FOLDING MOTORS

The modern folding motor is an Evinrude first — a boon to apartment dwellers, yachtsmen, campers — anyone who has ever needed or wanted an outboard motor but never before had a place to keep it, or a way to carry it, or room to store it.

Evinrude 3 hp folding motors come in the same two popular models as the non-folding "3's" — the weedless, go-anywhere Lightwin, and the high thrust Yachtwin.

In fact, they are the same motors — with exactly the same features and performance. Except that the folding versions fold in the middle and hide away in a neat, clean, luggage-type carrying case.

Two easy-to-operate stainless steel toggles (no wrenches needed) lock the motor in operating position in less than 30 seconds. Once locked, the motor is ready for anything — the joint is stronger than the shaft.

When not in use, the motors can be stored *anywhere* — in locker, kitchen, or closet — next to clothes and bedding, if you like. The 3 gallon fuel tank unplugs from the motor and stows separately.



*Folding Lightwin with case and 3-gallon fuel tank.*

*Yachtwin goes sightseeing on a glass-bottom boat.*





# NEW 1<sup>1</sup>/<sub>2</sub>hp MATE

A lot of people have waited a long time for a motor as small, and light, and powerful, and economical as this.

Just 19 lbs. — yet its high thrust, geared-down propeller will push a load of 1900.

It will drive a loaded canoe twice as fast as two men can paddle it. And run as much as five miles on a pint of fuel.

Small boat sailors will find it perfect for an auxiliary. Fly-in fishermen can take it along without offloading fuel or gear. And campers can hide it away most anywhere.

It's made to order for dinghy power. Small enough to tuck away in a corner of the bilge or lazarette. Powerful enough to buck wind or tide. And so economical you can carry all the fuel for an extended cruise in a single can.

Despite its small size, light weight, and low price — the Mate is built just like its big-brother Evinrudes.

Same aluminum block with cast iron cylinder liner. A full complement of controls and adjustments (including full-pivot 360 degree steering). Anti-friction bearings and balanced crankshaft. Quieting — with intake and exhaust silencing and quiet gears. And rubber isolation to keep noise and vibration out of the boat (the only motor in its class with this feature). With all parts salt water engineered.

It's the most motor made — for anywhere near its size or price.

Complete specifications — pages 30-31.



*Perfect power for tender service.*



*Throw away the paddles!*



*Takes you where the sailing is — and brings you back again.*







# ROGUE II 210

Be a two-yacht family — with one boat. The Rogue doubles as a plush pleasure boat and a practical fishing boat.

The Rogue is an adventure in itself — either leaping the crest of a wave, or just sitting smartly at the dock. She's as beamy at the bow as she is aft. No wasted space in a pointed nose. About as much like conventional boats as a supersonic jet is like a DC-3.

She looks like a party boat with wall-to-wall carpeting, comfortable bucket seats that unfold into sun lounges, a trim convertible top, and fittings like a custom sports car. Controls are push-button actuated — electric gearshift, power tilt, bilge pump, etc. It's the kind of luxury that makes sense for a fishing party. The seats are comfortable for all-day trolling. The carpeting defies salt, sand, and fish slime. Just hose it down.

The Rogue II has a sliding deck hatch and center opening windshield. A hinged platform in the bow serves as a step to the foredeck, or as a casting platform. The Rogue is also available in a regular deck model without hatch opening, and a one-piece fold-down windshield.

Offshore fishermen and cruising families will appreciate an optional accessory available for the Rogue II — a marine toilet. The "head" fits under the hinged step under the deck. Can be used in privacy.

The Rogue comes equipped with two 3-position back-to-back, fold-down seats. And you can add an optional full rear seat, which doubles as an insulated fish box, bait well, or beverage cooler.

A compact, weight-saving, smooth-running 210 horse V-8 engine nestles snugly under the stern hatch with storage space to spare.

Driving the Rogue is a revelation if you've never ridden in a Gull Wing hull before. Her bottom contour curls the water over and deflects it down to create hydraulic lift. You ride on a cushion of spray. And her wide-track stability gives you a feeling of solid comfort and sports car cornering agility.

You can skim through a heavy chop at full throttle in comfort — the kind of conditions that would jar your teeth in conventional boats. You can troll in lumpy seas without the yawing, rolling action of ordinary boats.

But, as you'll soon discover, this is no ordinary boat.

Deck hatch on Rogue II slides open for easy exit or stowing gear.

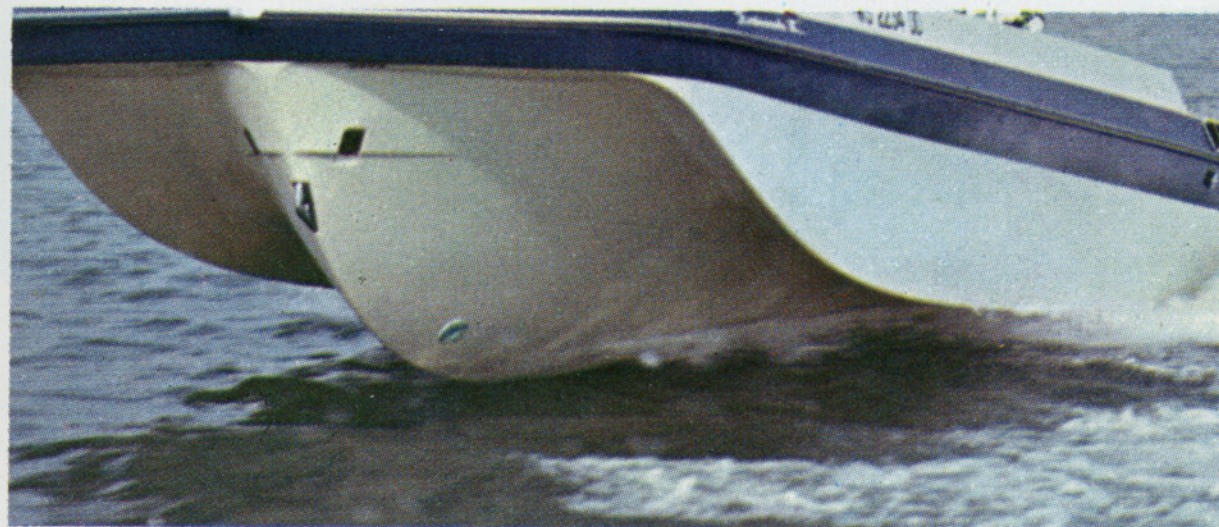


The Rogue II is a roguish kind of boat that takes rough seas in stride.

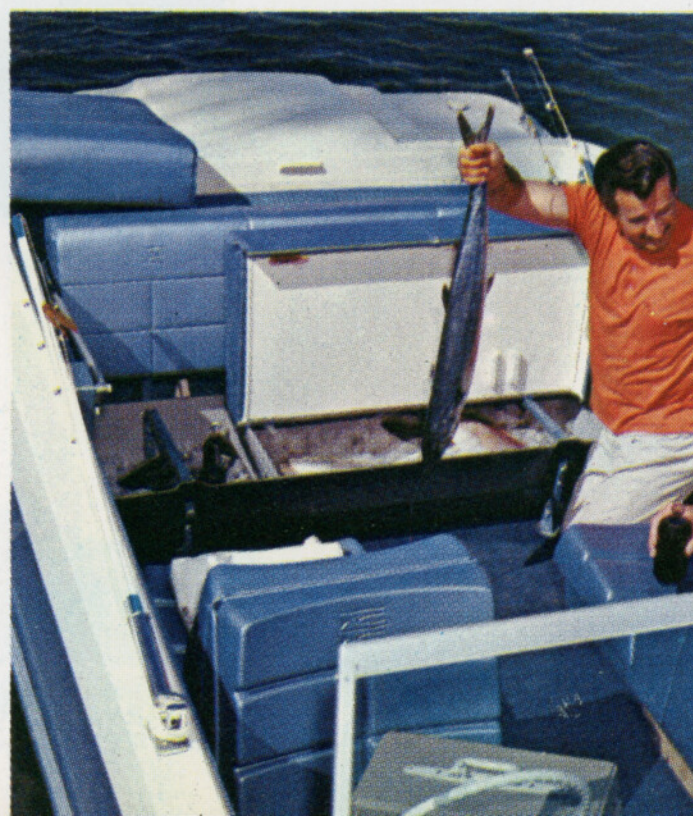
Rogue is also available without foredeck hatch.



It's a sensible fishing boat — plush to win the girls over — practical enough for a he-man fishing crew.



This is the Gull Wing hull that cushions your ride and makes the boat seem bigger.



Full rear seat with fish box is an accessory.



Big inside. Compact outside for easy trailering.



If you could build a boat that was soft riding, stable, dry, practically maintenance-free, easy to trailer, ideal for fishing, casting, trolling, handy for cruising, just right for skiing — wouldn't it be great?

We did.

And the Sportsman *is* great!

At least that's what satisfied owners and enthusiastic boating writers keep saying.

It's hard to improve on a boat this good, but our engineers did it again.

The new '68 Sportsman has some added refinements. Like more freeboard. A standard convertible top that has a leakproof fastening device where it meets the windshield. A glove compartment (or if you don't wear gloves, how about binoculars?). A bow light permanently mounted on the windshield. A centered stern lifting eye that also serves as a ski tow eye. Added storage under the casting platform in the bow and in the engine compartment under two hatches. New instruments. And new quick disconnect switch panels for easy servicing or fuse replacement. If you want to leave the boat unattended, flick the hidden master electrical switch. It cuts off battery, lights, and a boat rustler's ambition.

You have an optional choice of seats. It comes with two 3-position back-to-back seats that unfold into luxurious sun lounges. Or you can have two forward facing bucket seats (one disconnects and can be turned backwards) plus a full rear seat with back rest. It can be easily removed from boat or turned around to face aft.

The floor is flat. It has wall-to-wall Ozite carpeting that's impervious to everything (just hose it down). There's a casting platform forward. The split windshield folds back for easy access to the foredeck. You can beach the boat and step off without dunking your feet. And you can button it up like a snug runabout with its tonneau cover.

The Sportsman has all the sea-going characteristics that distinguish Evinrude's wide-track Gull Wing hull.

It's soft riding, stable, dry.

Any other decisions?

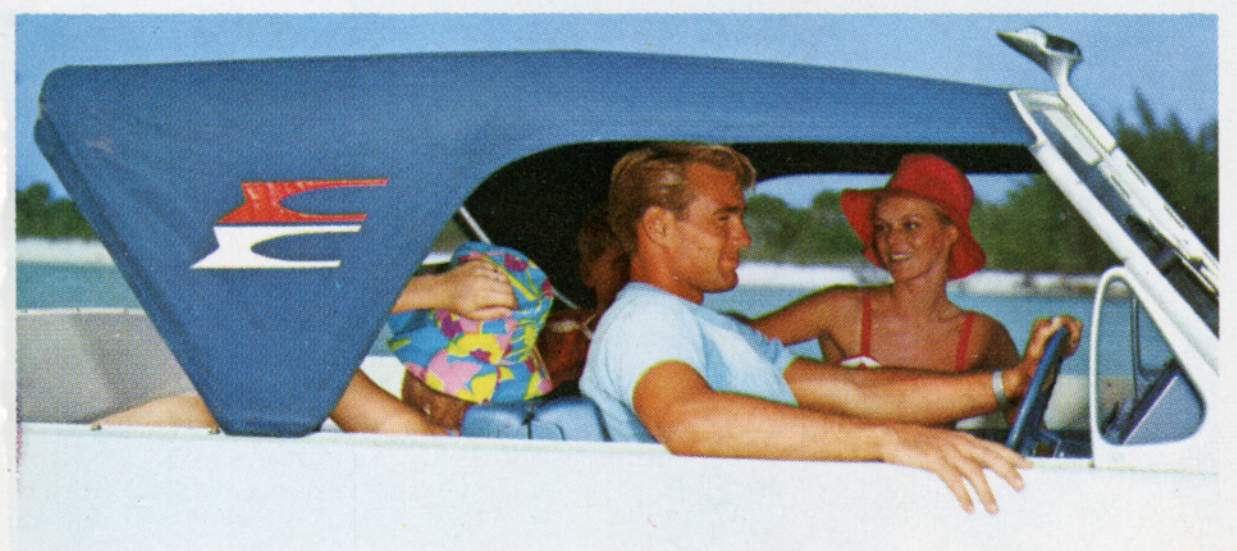
Yes. There's a choice of quiet, smooth power — 120 hp inline-4, or 155 hp V-6. It's linked with the most efficient stern drive unit going. The lower unit turns sharper than any other — tilts at a finger touch, tilts faster, and tilts higher.

If you like to fish, and your kids like to ski, and your wife likes to go picnicking, or partying, or cruising in solid comfort — this is your kind of boat.

A lot of owners who know boats contend that it's the best all-around boat of its size ever built.

There's one way to check that statement. Try it.

# SPORTSMAN 120 and 155



*Sports car-type convertible top is standard equipment.*





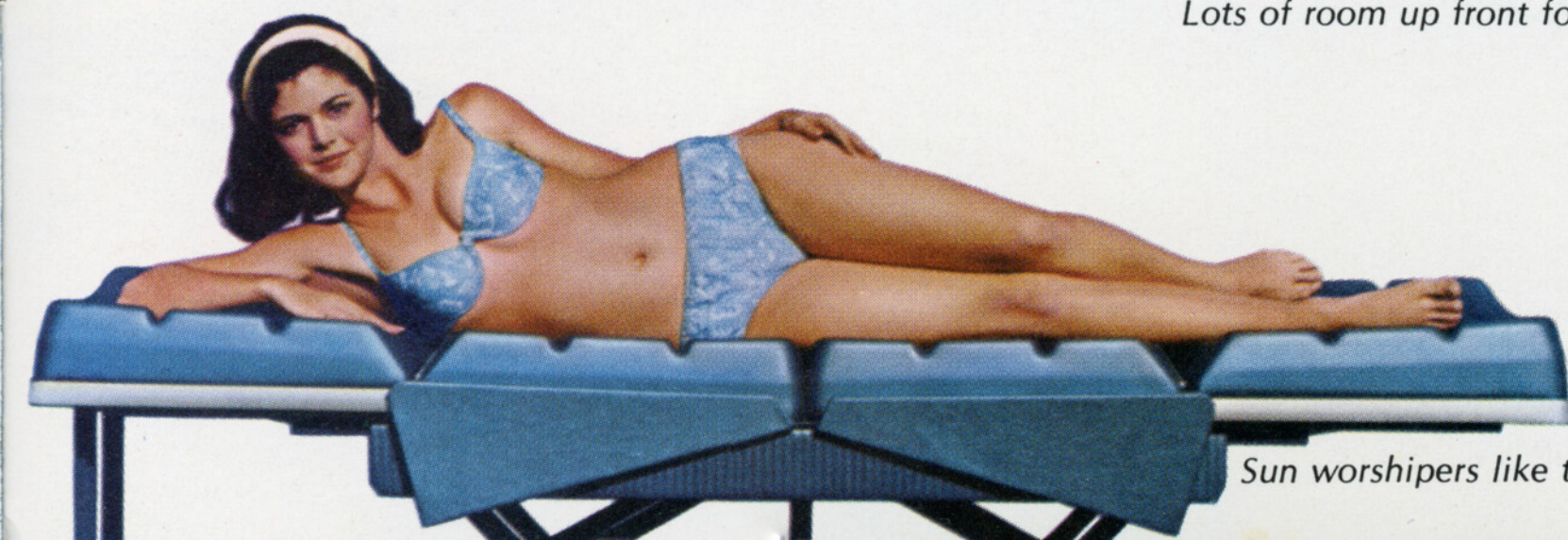
*Optional choice of seats: facing forward, or back-to-back.*



*Matching tilt bed trailer makes light work of launching and reloading.*



*Lots of room up front for a lookout, and more freeboard to make the small fry feel more secure.*



*Sun worshipers like the fold-down back-to-back seats.*



If you're going *pleasure* boating, why not go all the way?

The Playmate brings to boating the same luxury appointments and lively driving thrills that GT sports car drivers have enjoyed. Our engineers figure that if you're going to build a pleasure boat it should be designed for comfort, fully equipped, and powered for excitement.

It fulfills the promise like no other boat of its size.

Unlike conventional boats, the Playmate is stable at rest, and sure-footed in crossing wakes and choppy water at any angle or speed.

She has the liveliness and cornering qualities of a rally-bred competition car.

Her Gull Wing hull gives you a new seat-of-the-pants riding sensation. Pick out a big wake and hit it full bore. No hard feelings. The hull slices cleanly through the crest and stays on an even keel, riding a cushion of spray. No lurching, diving, or tripping. Since she throws the spray down, instead of into the air, she's dry on any heading.

Under the stern hatch, she packs a compact 90 hp V-4 "mill" with a lot of ski-bred wallop.

Sitting in the water, she looks low and racy. Her interior appointments live up to her luxury look.

**PLAYMATE**  
**go**

*If you're going pleasure boating, why not go all the way — with a Playmate?*





Smartly-styled instruments and switch panels. A tinted safety glass windshield that folds flat and also has a bottom opening air vent. Its deep-cushioned bucket seats unfold into full-length sun lounges. The floor is carpeted wall-to-wall. It's full of little surprises, like upholstered ski or fishing rod racks on each side, a binocular compartment, cigarette lighter, chart light, and electric push-button gearshift controls. It comes with a sleek convertible top that tucks neatly out of the way.

It's a pure, outright pleasure boat. Skiers like its agile response. Skin divers like its stability. But that doesn't discourage fishermen from using it for fishing. They don't seem to mind a comfortable seat for all day trolling, or a flat, stable, non-slip floor for stand-up casting.

Whether you're a fisherman, skier, skin diver, or girl watcher, you'll love the Playmate — and your playmates will love you.



*Skiers like its agile response and push-button control.*



*Hitch your wagon to a star performer.*



*Drives and corners like a sports car.*

*Wide track stability appeals to swimmers.*



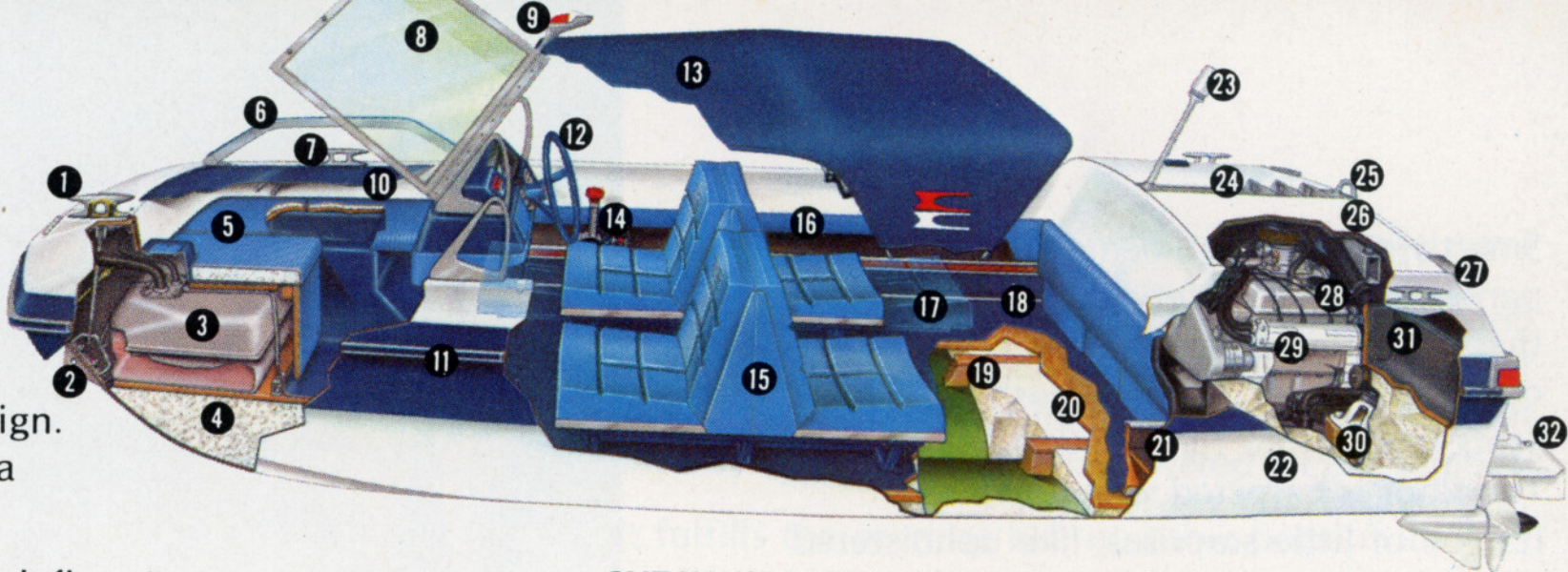


# the Evinrude GULL-WING BOAT

The Gull Wing hull is a radical change from conventional design. It combines the soft entry of the deep-V with the stability of a catamaran — minus the disadvantages of both.

Scientifically contoured spray tunnels curl the spray over and deflect it down — creating hydraulic lift. Air, funneled under the tunnels, mixes with the spray to further cushion the ride. The result is a soft, smooth, stable, dry ride — like no other boat of its size can provide.

Any disadvantages? Yes. It costs more. Mostly because there's approximately 30% more fiber glass and structural foam material than in conventional boats of the same length. There's more of everything. More performance. More useable space. The fact is, you can't compare a conventional boat with a Gull Wing boat of the same length. Compare roominess, comfort, safety, features, and quality — and you won't find a better buy than an Evinrude Gull Wing boat.



CUTAWAY VIEW OF SPORTSMAN 155

1. Bow Lifting Eye

2. Trailer Bow Eye

3. 16-Gallon Gas Tank

4. Structural Foam Flotation

5. Bow Seat

6. Hand Rail

7. Deck Cleat

8. Folding Windshield with Tempered Safety Glass

9. Fixed Bow Light

10. Tonneau Cover

11. Bumper Strip

12. Steering Wheel

13. Convertible Top

14. Push-Button Electric Shift and Throttle

15. Folding, Back-to-Back Bucket Seats

16. Storage Bin
17. Position of Seat Extended

18. Ozite Carpeting

19. Rigid Fiber Glass Stringers

20. Plywood Floor Glassed In

21. Storage Bin

22. Fiber Glass Hull

23. Retractable Stern Light

24. Air Intake Vents

25. Stern Lifting Eye

26. Lift-Up Hatch Cover

27. Air Vent Exit

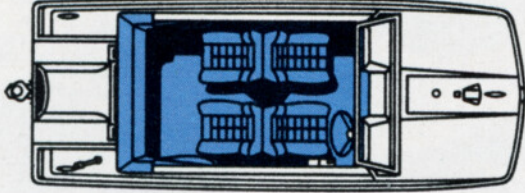
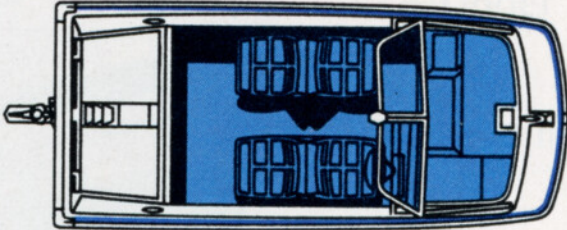
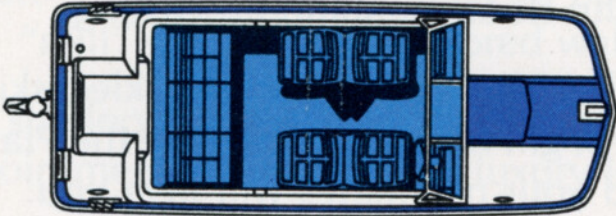
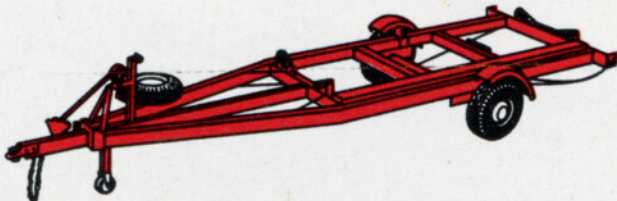
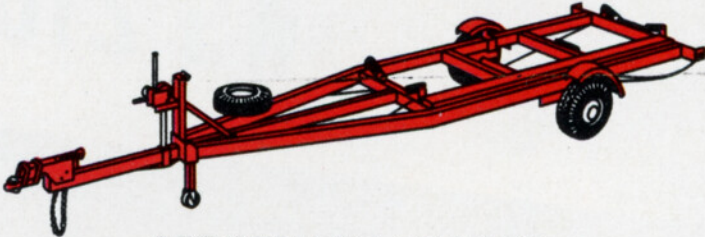
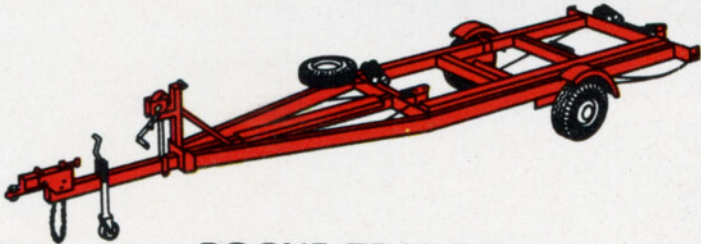
28. Oil Filler Cap

29. 155 hp 4-cycle V-6 Engine

30. Engine Floor Mounts

31. Storage Space

32. Stern Drive Unit

EVINRUDE BOAT SPECIFICATIONS	 PLAYMATE (stern drive)	 SPORTSMAN (stern drive)	 ROGUE and ROGUE II (stern drive)
DIMENSIONS	Overall length — 14'-9".      Maximum beam — 5'-7½".	Overall length — 16'-2½".      Maximum beam — 7'-1".	Overall length — 19'.      Maximum beam — 7'-4".
POWER	90 hp, 2 cycle V-4. 89.5 cu. in.	120 hp, 4 cycle, 4-in-line. 153 cu. in.      155 hp, 4 cycle V-6. 225 cu. in.	210 hp 4 cycle V-8. 283 cu. in.
PERFORMANCE	Slow troll to 38 mph.	Slow troll to 36 mph.      Slow troll to 40 mph.	Slow troll to over 40 mph.
CONSTRUCTION	High strength fiber glass reinforced plastic hull permanently bonded to one-piece deck. High density shinkproof closed cell all-weather flotation foamed in place in sealed double bottom. Molded-in color.		
COLOR & TRIM		Surf White hull, Ensign Blue interior and trim, walnut accents.	
SEATING	Two 3-position, back-to-back, deep foam bucket seats.	Optional seats: Two bucket seats and full rear seat; or two 3-position back-to-back folding seats.	Two 3-position back-to-back seats that convert to sun lounges.
INSTRUMENTATION	Speedometer, ammeter, tachometer, fuel gauge. Cigarette lighter. Switches for remote electric tilt, bilge pump and blower. Oil pressure light (except on Playmate), and temperature warning light. Chart light and running lights (Inland lights on Playmate and Sportsman, International lights on Rogue). Master electrical disconnect switch.		
CONTROLS	Aircraft type throttle control. Push-button electric power tilt. Non-reversing, torque-free steering.		
HARDWARE & EQUIPMENT	Convertible top. Removable wall-to-wall Ozite carpet. Bilge pump and blower. Battery. Electric power tilt. Trailer bow eye. Bow and stern lifting eyes. Stern deck cleats. Binocular compartment. Built-in storage troughs.	Convertible top. Wall-to-wall Ozite carpet. Bilge pump and blower. Battery. Electric power tilt. Trailer bow eye. Bow and stern lifting eyes. Four deck cleats. Handrails. Built-in ski and rod storage troughs. Front cockpit cover. Two storage compartments aft, one forward.	Convertible top. Wall-to-wall Ozite carpet. Bilge pump and blower. Battery. Electric power tilt. Trailer bow eye. Bow and stern lifting eyes. Four deck cleats. Glove compartment. Built-in ski and rod storage troughs. Rear view mirror.
WINDSHIELD	Fold-down windshield with tinted safety glass and full width ventilating slot.	Hinged folding safety glass windshield for free access to front compartment.	Walk-through windshield with fold-out center panel on Rogue II. One-piece windshield with air vent on Rogue without deck hatch.
FUEL TANK	16 gal. tank under deck.	16 gal. tank mounted under forward seat.	24 gal. fuel tank in stern.
QUIETING	Engine mounted on vibration-isolating rubber mountings. Drive isolated from transom. Water-curtained underwater exhaust.		
CAPACITY — LBS.	950 lbs.	1400 lbs.      1400 lbs.	2000 lbs.
COCKPIT AREA	29.4 sq. ft.	57.5 sq. ft.      57.5 sq. ft.	55 sq. ft.
WEIGHT	1200 lbs.	1800 lbs.      1900 lbs.	2300 lbs.
FLOTATION	18 cu. ft. high density polyurethane foam.	29 cu. ft. high density polyurethane foam.	35 cu. ft. high density polyurethane foam.
OPTIONAL EQUIPMENT AVAILABLE	Side and rear curtains. Mooring cover. Boarding ladder.	Side and rear curtains. Mooring cover. Boarding ladder. Rear view mirror. Windshield wiper.	Side and rear curtains. Mooring cover. Boarding ladder. Windshield wiper. Rear bench seat with insulated fish box. Marine toilet, or toilet with holding tank on Rogue II.
EVINRUDE TRAILER SPECIFICATIONS	 PLAYMATE TRAILER	 SPORTSMAN TRAILER	 ROGUE TRAILER
TILT BED	Lever action tilt bed.	Screw-jack tilt bed.	Screw-jack tilt bed.
WINCH	Heavy-duty geared winch.	Heavy-duty 2-speed winch and winch brake.	Heavy-duty 2-speed geared winch and winch brake.
BRAKES	Hydraulic surge-type disc brake kit available.	Available with or without automatic hydraulic surge-type disc brakes.	Automatic hydraulic surge-type disc brakes.
LIGHTS		Tail lights, stop lights, and directional signals.	
WEIGHT	525 lbs.	620 lbs. (Brake model)	800 lbs.
NET CAPACITY	1450 lbs.	2100 lbs.	2600 lbs.
OTHER FEATURES	Plug-in wiring connector, safety chains, non-skid catwalk, oversize rollers, cam action tie downs, nose parking wheel, spare tire mounting bracket. Sealed wheel bearings. Heavy duty tires on Sportsman and Rogue.		
OPTIONAL EQUIPMENT	Spare tire and wheel. Clearance lights. Hydraulic surge-type disc brake kit available for Playmate and Brakeless Sportsman trailers.		



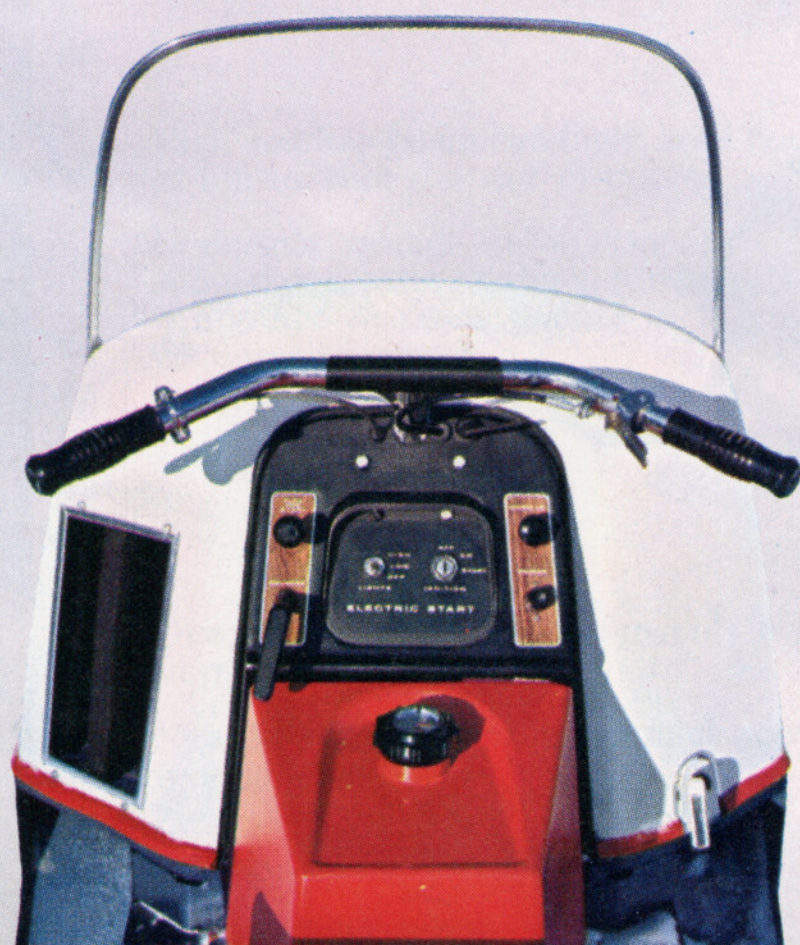


# SKEETER '68

## NEW 4-STAGE SILENCING

Drawing on our experience as the pioneer builder of quiet outboard motors, Evinrude has done everything necessary to reduce the sound level, eliminate annoying frequencies and make the sport of snowmobiling more pleasurable for everyone. Every model in the 1968 Skeeter line is 50% quieter than before.

1. Completely enclosed engine and drive train.
2. Special sound baffles.
3. Tuned exhaust system.
4. Dual mufflers.



## America's First Quiet Snowmobiles

The new Evinrude Skeeters arrive on the scene — suddenly — this year, loaded with innovations. Probably the most impressive thing we've done is to bring about the return of the *quiet* winter.

For 1968, the new Skeeters are *fully 50% quieter* in operation. At idling speed they just *whisper* a hint of their increased might — now 16 hp!

At full throttle, the harsh roar you might expect, never materializes. Instead, a throaty, muffled song of power floats out behind you.

How do we follow that?

With new reverse gear! A real boon to snowmobilers who have ever tugged and hauled on their machines to turn around in a tight spot.

Now, you just pull a lever, apply throttle and back away.

There's good news in every model.

The 15.5" sport-track Skeeter boasts a new, one-piece track of *molded polyurethane* (remains flexible at extremely cold temperatures — 40 degrees below zero or colder) in a design that improves both traction and flotation.

Now 60 pounds lighter — and with nearly 15% more power — top speed of the sport-track Skeeter is increased to 40 mph, with optional high performance gear. Improved weight distribution increases maneuverability.



Evinrude's '68 wide-track models are available with the luxury of key-turn electric starting, or new, compression-release manual starting, that cuts pulling effort by 40%.

New reverse gear is common to both wide-track models at no extra cost.

All three 1968 Skeeter models are powered by Evinrude's dual stroke, 2-cylinder engine, especially designed for snowmobile use. Now 16 hp strong (an increase of 2 hp) the '68 Skeeters offer new quickness and load handling ability.

Power is transmitted at peak efficiency under all conditions of load or terrain, thanks to Evinrude's Torque-Sensing Drive.

The new Skeeters are the easiest-to-operate snowmobiles you could ask for. A new Eas-A-Matic start control is standard on all models. When pulled out for starting, it locks the variable-speed drive safely in neutral, retards the spark, opens the throttle to proper position for starting and releases compression on both cylinders for easier, faster starts.

Thumb-controlled throttle and hand-operated disc-type brake keep you in charge every foot of your way.

Whether you use your Skeeter for hunting and ice-fishing, for family recreation — or both — you'll find it delivers the right combination of spirited performance and rugged reliability that makes snowmobiling — Evinrude-style — a carefree experience, winter after winter.



Left: Model 1580 features new 15.5" track of molded polyurethane with nylon under-ply. Right: Model 2085 has 20.5" cleated track, electric starting, new reverse gear. (Also available as manual starting model, 2080.)



Now, with new reverse gear, your Skeeter reverses field as nimbly as an N.F.L. halfback.

Quieter, lighter, quicker for 1968. Plus brand new styling that keeps the Skeeter out front in looks, too.



Re-styled Sleigh-Mate for 1968. Makes Skeetering a family affair. Lightweight fiber glass construction. Follows along behind Skeeter supported on its own skis.

Increased flotation ratio of the '68 Skeeter shows up in its performance in soft, deep snow.





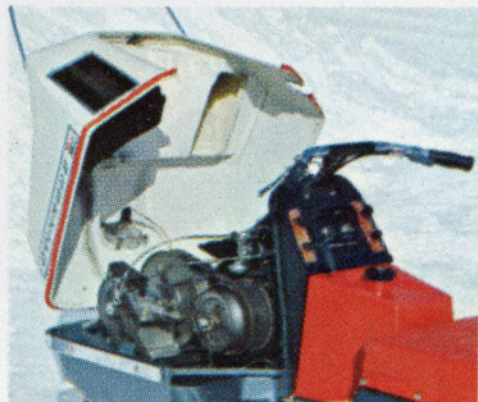
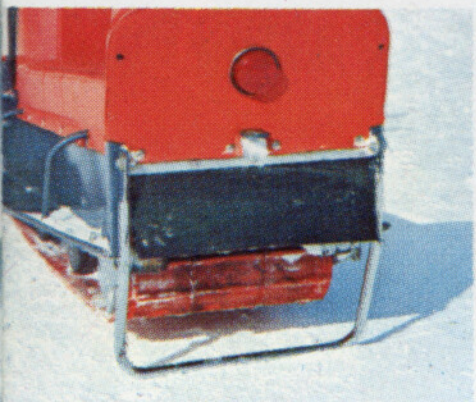


Evinrude Skeeters, strong on dependability, let you roam far and wide with confidence.



High and low beam headlight adds hours of fun to your day out of doors.

Underseat storage compartment — for snow shoes, extra clothing, food, tools — is another welcome feature of the new wide-track Skeeters.



Overnight parking stand. Prevents track from freezing to surface.

New tilt-away hood provides quick access to engine and drive.



Every year, more Skeeters are "called into service." Their durability makes them ideal utility vehicles for all kinds of commercial applications.



# AQUANAUT '68

Why envy the scuba divers who fish and explore underwater? Now you can join 'em — without tanks and regulators.

The Aquanaut doesn't store air in tanks. It compresses air and sends it down from your floating air station through two light 25-foot plastic hoses.

You breathe easily, naturally — because there's always a surplus of air in your mask. No regulated mouthpiece to breathe through. And the self-clearing mask gives you clear vision all the time. Since the air is free, you and a buddy can dive for 15¢ an hour for fuel.

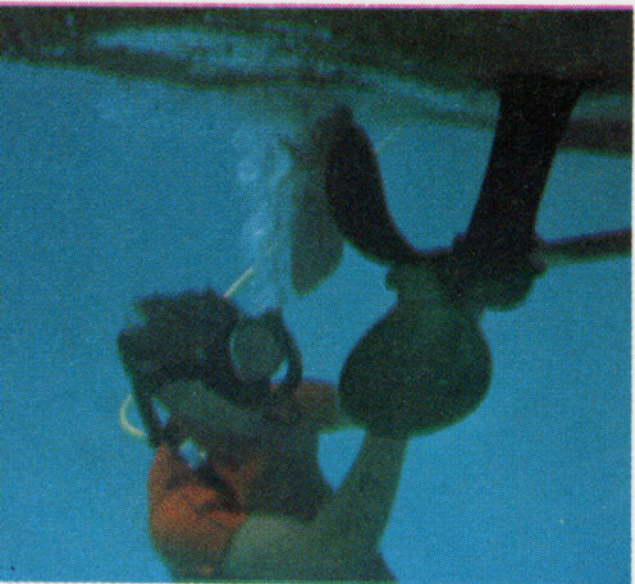
The Aquanaut takes you down as far as strong light penetrates — where colors are still bright — deep enough for the best reef diving.

And you couldn't be safer — with a diving flag above, a buddy nearby, and a buoyant diving float tagging along on the surface at the end of your air line.

The Aquanaut is easy to carry from car trunk to beach or boat. Weighs about 40 pounds, including hoses, masks, back harnesses, and floating air compressor unit.

The Aquanaut adds a new dimension to your boating fun.

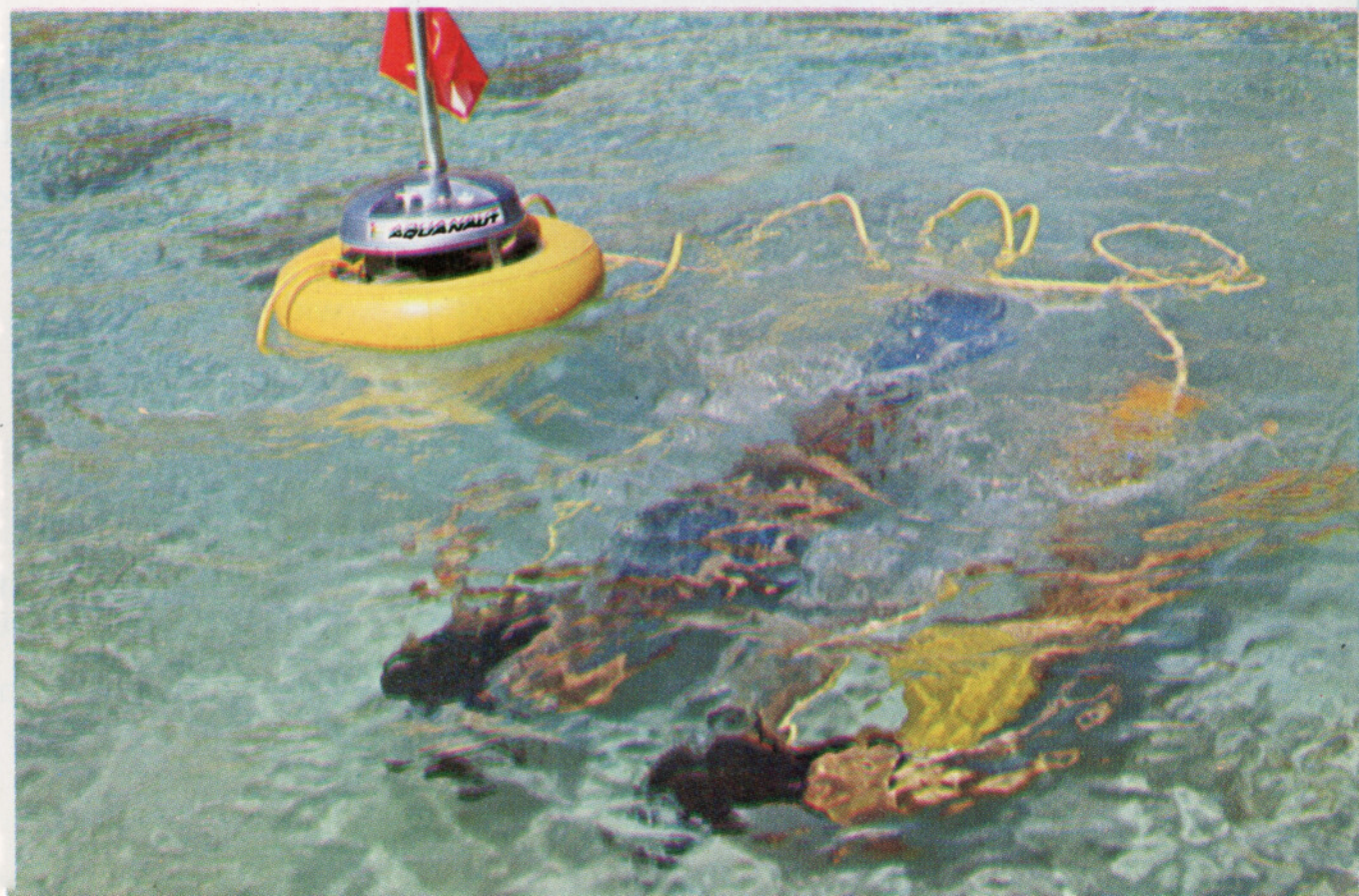
*Changing props is Aquanaut play. Now two can dive as cheaply as one.*



*Wherever you roam your floating island follows you.*



*Aquanaut adds a new dimension to boating fun.*



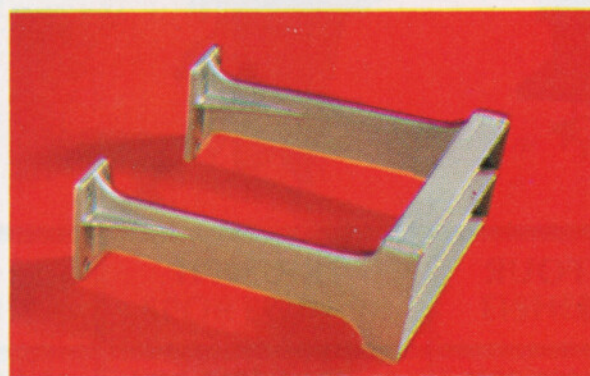


# MOTOR ACCESSORIES

A complete description of these and other accessories are included in the Evinrude Accessories Folder, available at your Evinrude dealer.



**REMOTE CONTROL KITS.** Single lever controls or dual lever controls for motors from 6 hp to 85 hp.



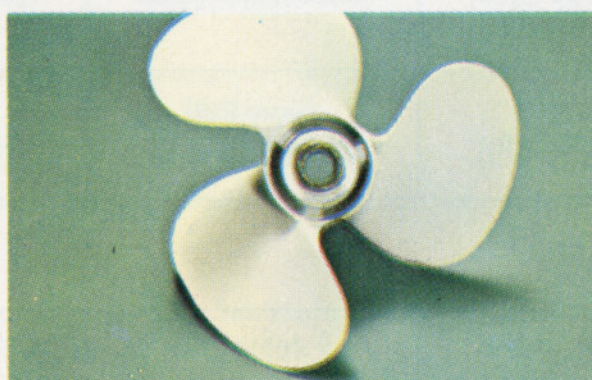
**MOTOR BRACKET.** For mounting auxiliary motors up to 10 hp. Also detachable transom plate.



**BUILT-IN TANKS.** 18- and 24-gallon vertical or horizontal tanks for permanent installations.



**50 TO 1 EVINRUDE OIL.** In pint cans and 6-packs. Available in quart cans. Also in 4-packs of quart cans.



**PROPELLERS.** Choice of 3 sizes for 33, 40 and 55 hp models, 5 for 65 and 80, and 7 for 100 hp.



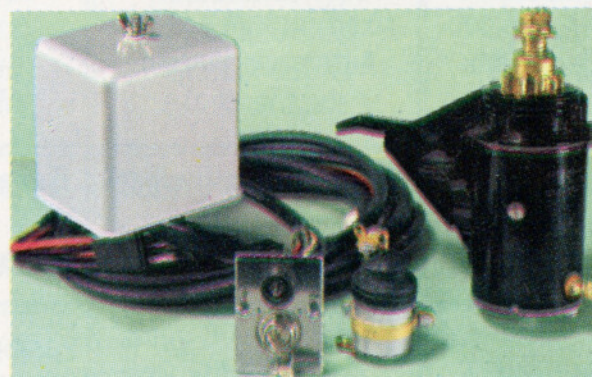
**FUEL TANKS.** Extra 6-gallon and 3-gallon tanks. Same as furnished with motors. Vented gas caps.



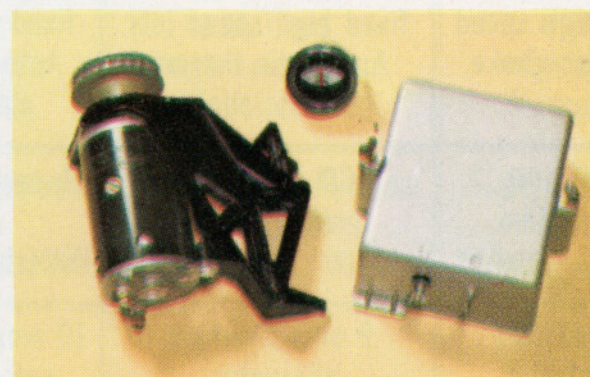
**TOP-MOUNTED CONTROLS.** Start and run from the top in motor wells. For 3, 5, 6, and 9½ hp models.



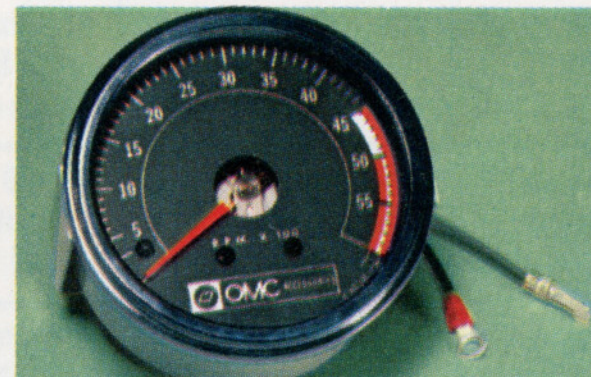
**MOTOR CASES.** Heavy-duty, zippered carrying case covers for use with 3, 5, 6, and 9½ hp models.



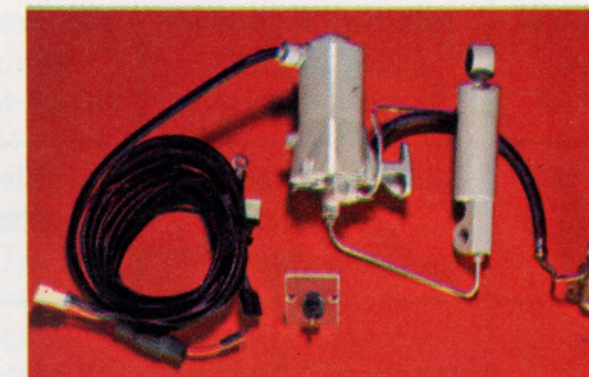
**ELECTRIC STARTING KIT.** Heavy-duty 12-volt starter motor and mounting kit for 18 hp motor.



**GENERATOR KITS.** DC generator or AC alternator kits fit many 33 hp through 85 hp models.



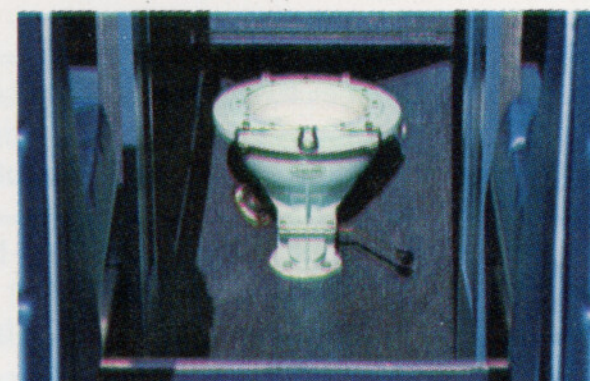
**TACHOMETER.** Easy-to-read. Solid state. Flush mounted. For all 2-cycle and 4-cycle engines.



**REMOTE ELECTRIC TILT.** Permits raising motor from driver's seat. For 100, 85, and 65 hp motors.

# BOAT ACCESSORIES

Evinrude boat accessories are tailor-made to fit the Playmate, Sportsman, and Rogue boats. They're engineered, built, and tested to meet Evinrude's high quality standards for long-lasting service and enjoyment. Available from your Evinrude boat dealer.



**MARINE TOILET.** For Rogue II with sliding hatch. Toilet with holding tank is available as a kit.



**MOORING COVERS.** Fitted covers of waterproof duck. Adjustable straps. Shock cord fasteners.



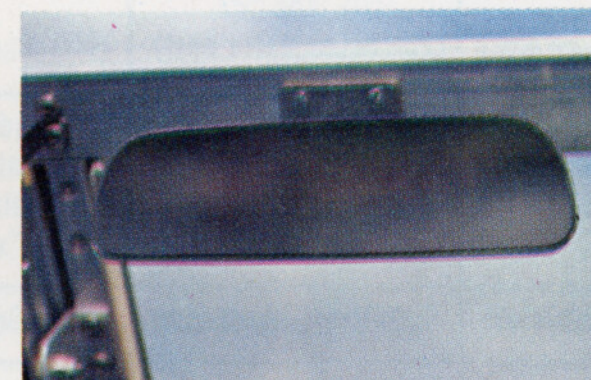
**SIDE AND REAR CURTAINS.** Clear vinyl curtains zip into convertible top — snap onto coaming.



**REAR BENCH SEAT AND BAIT WELL.** The bench seat, for the Rogue only, is a combination seat, bait box, and ice chest. Cushioned seat. Royale box is insulated.



**BOARDING LADDERS.** Ladders are specially made for each Evinrude boat. They have non-marking rubber grips, four steps, and non-slip treads. They fold flat.



**REAR VIEW MIRROR.** For Sportsman boat only. Mounts on fixed windshield section. An indispensable accessory for water skiing, and useful for fishing as well.

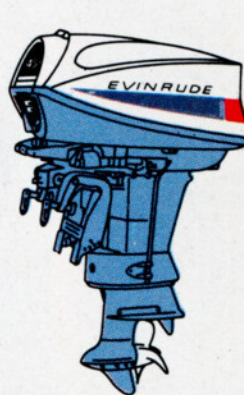
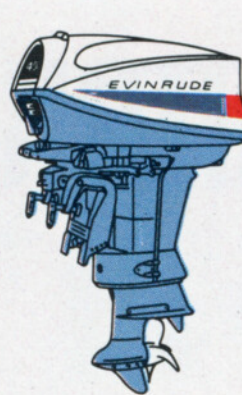
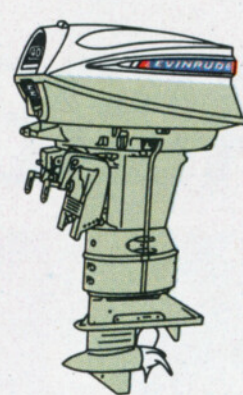
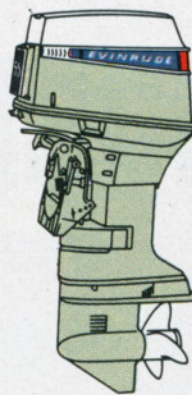
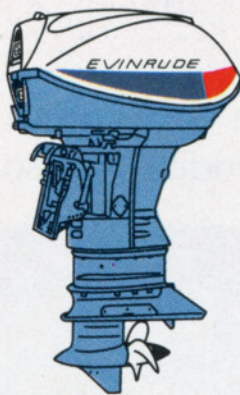
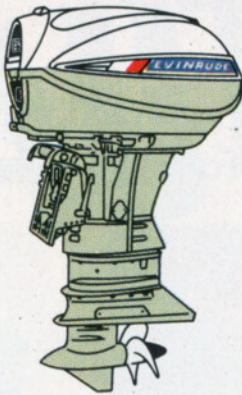
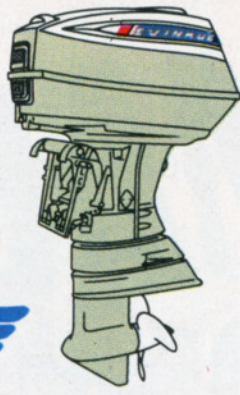


**WINDSHIELD WIPER.** For Sportsman and Rogue boats. Operates electrically like the one on your car. There's a provision for the wiper switch in the dash instrumentation.



# SPECIFICATIONS

**2-YEAR MOTOR WARRANTY:** For twenty-four months after purchase, Evinrude Motors will replace without cost to the original purchaser of an Evinrude outboard or inboard motor any part of its manufacture which upon inspection proves to have failed in normal use due to faulty material or workmanship, provided that such motor is not used during this period for any commercial purpose. In the case of commercial use, such warranty shall be twelve instead of



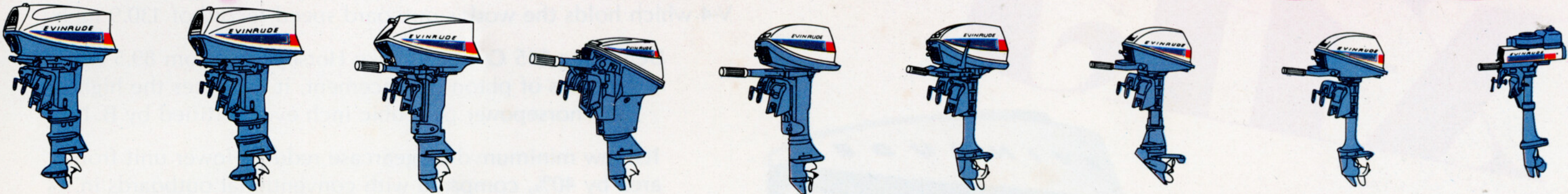
	STARFLITE 100-S	STARFLITE 85	SPEEDIFOUR 85	SPORTFOUR 65	TRIUMPH 55	LARK 40	Electric BIG TWIN 40	BIG TWIN 40
CERTIFIED BRAKE HORSEPOWER	100 HP at 5000 RPM. Approved full throttle range: 4000-5000 RPM. (5500 under limited conditions)	85 HP at 5000 RPM. Approved full throttle range: 4000-5000 RPM. (5500 under limited conditions)	85 HP at 5000 RPM. Approved full throttle range: 4000-5000 RPM. (5500 under limited conditions)	65 HP at 5000 RPM. Approved full throttle range: 4000-5000 RPM. (5500 under limited conditions)	55 HP at 5000 RPM. Approved full throttle range: 4000-5000 RPM. (5500 under limited conditions)	40 HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.	40 HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.	40 HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.
APPROX. SPEED RANGE	Slow troll to over 45 MPH.	Slow troll to over 40 MPH.	Slow troll to over 40 MPH.	Slow troll to over 36 MPH.	Slow troll to over 40 MPH.	Slow troll to over 33 MPH.	Slow troll to over 33 MPH.	Slow troll to over 33 MPH.
POWERHEAD	Two-cycle, 90° V-4 engine. Short stroke, low friction design.				Two-cycle three cylinders in line.			
DISPLACEMENT	89.5 cubic inches.	89.5 cubic inches.	89.5 cubic inches.	70.7 cubic inches.	49.7 cubic inches.	43.9 cubic inches.	43.9 cubic inches.	43.9 cubic inches.
BORE AND STROKE	3 $\frac{3}{8}$ " x 2 $\frac{1}{2}$ ".	3 $\frac{3}{8}$ " x 2 $\frac{1}{2}$ ".	3 $\frac{3}{8}$ " x 2 $\frac{1}{2}$ ".	3" x 2 $\frac{1}{2}$ ".	3" x 2 $\frac{1}{32}$ ".	3 $\frac{1}{16}$ " x 2 $\frac{3}{4}$ ".	3 $\frac{1}{16}$ " x 2 $\frac{3}{4}$ ".	3 $\frac{1}{16}$ " x 2 $\frac{3}{4}$ ".
CARBURETION	Four barrel carburetor with fixed high speed jets. Automatic Thermo-electric choke.	Twin barrel down draft with fixed high speed jets. Automatic thermo-electric choke.	Twin barrel, down draft with fixed high speed jets. Automatic thermo-electric choke.	Twin barrel, down draft with fixed high speed jets. Electric choke.	Three barrel carb. with fixed high speed jets. Automatic thermo- electric choke.	Automotive type with fixed high speed jet. Automatic thermo- electric choke.	Automotive type with fixed high speed jet. Automatic thermo- electric choke.	Automotive type with fixed high speed jet. Manual choke.
IGNITION	All-electronic CD breakerless ignition system.	CD electronic ignition system.	CD electronic ignition system.	CD electronic ignition system.	CD electronic ignition system.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.
GENERATOR	15 amp flywheel alternator. Automatic voltage regulator.	15 amp flywheel alternator. Automatic voltage regulator.	9 amp flywheel alternator. 15 amp available.	9 amp flywheel alternator. 15 amp available.	9 amp flywheel alternator. 15 amp available.	10 amp generator with automatic voltage regulation.	Accessory DC gener- ator available with automatic regulation.	
COOLING	Automatic temperature control. Re-circulating water system. Temper- ature warning light.	Automatic temperature control. Re-circulating water system. Temper- ature warning light.	Automatic temperature control. Re-circulating water system. Temper- ature warning light.	Automatic temperature control. Re-circulating water system.	Automatic temperature control. Recirculating water system. Temper- ature warning light.	Automatic temperature control. Re-circulating water system. Temper- ature warning light.	Automatic temperature control. Re-circulating water system. Temper- ature warning light.	Automatic temperature control. Re-circulating water system.
SILENCING	Entire motor is sound-sealed. Powerhead is cradled in aircraft type live rubber mounts. Exhaust							
FUEL SYSTEM	Hi-Lift, vacuum fuel system, 6 gal. tank and plug-in hose.							
STARTING	12-volt electric. Key-turn starting. Emergency manual starting rope.	12-volt electric. Key-turn starting. Emergency manual starting rope.	12-volt electric. Key-turn starting. Emergency manual starting rope.	12-volt electric. Key-turn starting. Emergency manual starting rope.	12-volt electric. Key-turn starting. Emergency manual starting rope.	12-volt electric. Key-turn starting. Emergency manual starting rope.	12-volt electric. Key-turn starting. Emergency manual starting rope.	Eas-A-Matic re-wind starting. Push-button shut-off.
CONTROLS	Push-button Selectric shift. Controls furnished. Electric tilt available.	Push-button Selectric shift. Controls furnished. Electric tilt available.	Full gearshift. Fitted for controls. Electric tilt available.	Full gearshift. Fitted for controls. Electric tilt available.	Push-button electro-hyd. shift. Controls furnished. Electric tilt available.	Push-button Selectric shift. Controls furnished.	Full gearshift. Fitted for remote controls.	Full gearshift. Fitted for remote controls.
STERN BRACKET ADJUSTMENTS	Trim adjustment. Tilt lock. Shock absorbers.	Trim adjustment. Tilt lock. Shock absorbers.	Trim adjustment. Tilt lock. Shock absorbers.	Trim adjustment. Tilt lock. Shock absorbers.	5 stage trim adjustment. Tilt and trailering lock.	4-stage trim adjustment. Tilt and trailering lock.	4-stage trim adjustment. Tilt and trailering lock.	4-stage trim adjustment. Tilt and trailering lock.
TRANSOM HEIGHT	20" (15" at no extra cost).	15" (20" at no extra cost).	15" (20" at no extra cost).	15" (20" at no extra cost).	15" (20" model available)	15" (20" model available).	15" (20" model available).	15" (20" model available).
PROPELLER DIAMETER AND PITCH	3 blade: 12 $\frac{1}{2}$ " x 16". Optional: 14 $\frac{1}{4}$ " x 10"; 14 $\frac{1}{4}$ " x 11"; 14 $\frac{1}{4}$ " x 12"; 13" x 18"; 12 $\frac{1}{2}$ " x 18"; 13" x 14".	3 blade: 10 $\frac{1}{4}$ " x 10". Optional: 9 $\frac{1}{2}$ " x 10"; 10" x 9 $\frac{1}{4}$ "; 10" x 11"; 10" x 12".	3 blade: 10 $\frac{1}{4}$ " x 10". Optional: 9 $\frac{1}{2}$ " x 10"; 10" x 9 $\frac{1}{4}$ "; 10" x 11"; 10" x 12".	3 blade: 10" x 9 $\frac{1}{4}$ ". (Standard model only.) Optional: 9 $\frac{1}{2}$ " x 10"; 10" x 11"; 10" x 12"; 10 $\frac{1}{4}$ " x 10".	3 blade: 13 $\frac{1}{4}$ " x 17". Optional: 13 $\frac{1}{4}$ " x 15"; 13" x 19".	3 blade: 10 $\frac{1}{2}$ " x 12". Optional: 10 $\frac{3}{8}$ " x 11 $\frac{1}{2}$ "; 10 $\frac{3}{8}$ " x 14"; 10 $\frac{3}{8}$ " x 13 $\frac{1}{4}$ ".	3 blade: 10 $\frac{1}{2}$ " x 12". Optional: 10 $\frac{3}{8}$ " x 11 $\frac{1}{2}$ "; 10 $\frac{3}{8}$ " x 14"; 10 $\frac{3}{8}$ " x 13 $\frac{1}{4}$ ".	3 blade: 10 $\frac{1}{2}$ " x 12". Optional: 10 $\frac{3}{8}$ " x 11 $\frac{1}{2}$ "; 10 $\frac{3}{8}$ " x 14"; 10 $\frac{3}{8}$ " x 13 $\frac{1}{4}$ ".
PROTECTION	Safty-Grip slip clutch.	Safty-Grip slip clutch.	Safty-Grip slip clutch.	Safty-Grip slip clutch.	Safty-Grip slip clutch.	Safty-Grip slip clutch.	Safty-Grip slip clutch.	Safty-Grip slip clutch.
GEARS — RATIO	Quiet spiral gears — 16:28.	Quiet spiral gears — 20:23.	Quiet spiral gears — 20:23	Quiet spiral gears — 20:23 or 17:29 (H.D.)	Quiet spiral gears — 12:29.	Quiet spiral gears — 12:21.	Quiet spiral gears — 12:21.	Quiet spiral gears — 12:21.
WEIGHT (Approx.) 15" Model	265 lbs. Fuel tank 11 lbs.	240 $\frac{1}{2}$ lbs. Fuel tank 11 lbs.	232 lbs. Fuel tank 11 lbs.	225 lbs. Fuel tank 11 lbs. Heavy duty model 230 $\frac{1}{2}$ lbs.	190 lbs. Fuel tank 11 lbs.	154 lbs. Fuel tank 11 lbs.	143 lbs. Fuel tank 11 lbs.	132 lbs. Fuel tank 11 lbs.
COLOR	Gold with white cap and red accents.	Gold with white cap and red accents.	Blue with white cap and red accents.	Blue with white cap and red accents.	Gold with white cap and red accents.	Gold with white cap and red accents.	Blue with white cap and red accents.	Blue with white cap and red accents.



twenty-four months from date of purchase. The Evinrude model X-115 is sold without warranty. Motors sold elsewhere are warranted by Outboard Marine International, Nassau, Bahamas; Outboard Marine Belgium, S. A. Bruges, Belgium and Outboard Marine Australia, Pty., Limited, Bankstown, N. S. W., Australia. **BOAT AND TRAILER WARRANTY:** Evinrude boats and trailers carry a one-year warranty against defects in materials and workmanship.

**SNOWMOBILE AND AQUANAUT WARRANTY:** Evinrude Skeeter snowmobiles and the Evinrude Aquanaut are warranted for 90 days after purchase against defects in materials or workmanship. **HORSEPOWER RATINGS:** All ratings are BIA Certified brake horsepower, rated in accordance with standard BIA Certification test procedures. All ratings are made by independent test laboratories and witnessed by engineers of competing firms who certify the results.

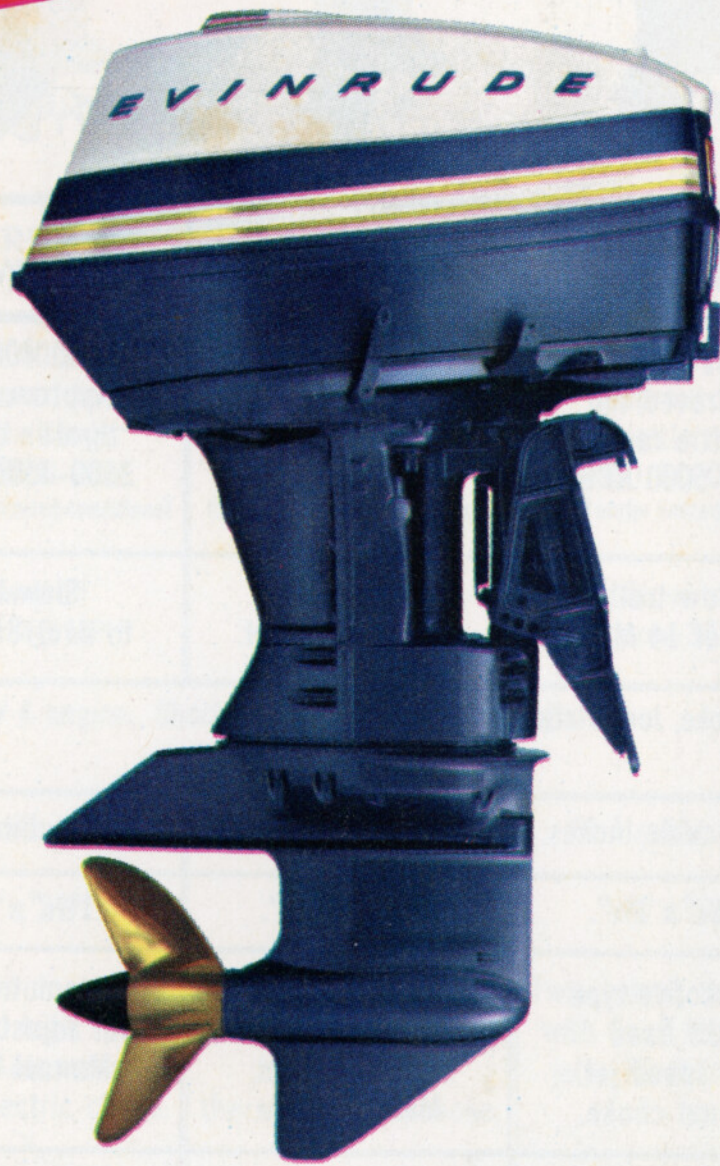
*Specifications of all products described in this catalog are subject to change without notice.*



Electric SKI TWIN 33	SKI TWIN 33	FASTWIN 18	SPORTWIN 9½	FISHERMAN 6	ANGLER 5	LIGHTWIN 3	YACHTWIN 3	MATE 1½
33 HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.	33 HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.	18 HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.	9½ HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.	6 HP at 4500 RPM. Approved full throttle range: 4000-5000 RPM.	5 HP at 4000 RPM. Approved full throttle range: 3500-4500 RPM.	3 HP at 4000 RPM. Approved full throttle range: 3500-4500 RPM.	3 HP at 4000 RPM. Approved full throttle range: 3500-4500 RPM.	1½ HP at 4000 RPM. Approved full throttle range: 3500-4500 RPM.
Slow troll to over 32 MPH.	Slow troll to over 32 MPH.	Slow troll to over 29 MPH.	Slow troll to over 20 MPH.	Slow troll to over 14 MPH.	Slow troll to over 11 MPH.	Slow troll to over 8½ MPH.	Slow troll to over 8½ MPH.	Slow troll to over 8 MPH.
Two-cycle alternate firing twin. Short stroke, low friction design.								Two-cycle, single cylinder.
40.5 cubic inches.	40.5 cubic inches.	22.0 cubic inches.	15.2 cubic inches.	8.84 cubic inches.	8.84 cubic inches.	5.28 cubic inches.	5.28 cubic inches.	2.64 cubic inches.
3½" x 2¾".	3½" x 2¾".	2½" x 2¼".	2½" x 1½".	1½" x 1½".	1½" x 1½".	1½" x 1½".	1½" x 1½".	1½" x 1½".
Automotive type adjustable jets. Electric choke.	Automotive type adjustable jets. Manual choke.	Automotive type with fixed high speed jet. Manual choke.	Down draft with fixed high speed jet. Manual choke.	Automotive type with fixed high speed jet. Manual choke.	Automotive type with fixed high speed jet. Manual choke.	Automotive type with adjustable jets. Manual choke.	Automotive type with adjustable jets. Manual choke.	Automotive type with adjustable jets. Manual choke.
Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super-Power flywheel magneto. Waterproof, 27,000 volt.	Super power flywheel magneto. Waterproof, 27,000 volt.
Accessory DC generator available with automatic regulation.								
Positive-Centrifugal. Centri-Matic pump cooling.	Positive-Centrifugal Centri-Matic pump cooling.	Automatic temperature control.	Automatic temperature control.	Automatic temperature control.	Centri-Matic pump cooling.	Centri-Matic pump cooling.	Centri-Matic pump cooling.	Centri-Matic pump cooling.
tubes are water-curtained. Vibrating "talking" surfaces are eliminated. Exhaust noise and fumes are buried deep in wake.					Carburetor silencing. Underwater exhaust.			
Hi-Lift, vacuum fuel system, 6 gal. tank and plug-in hose.					Hi-Lift, vacuum fuel system, 3 gal. tank and plug-in hose.			Integral tank — 1 qt.
12-volt electric starting. Stand-by re-wind starting.	Eas-A-Matic re-wind starting. Push-Button shut-off.	Eas-A-Matic re-wind starting. Electric starting available.	Eas-A-Matic re-wind starting.	Eas-A-Matic re-wind starting.	Eas-A-Matic re-wind starting.	Eas-A-Matic re-wind starting.	Eas-A-Matic re-wind starting.	Rope starting.
Full gearshift. Fitted for remote controls.	Full gearshift. Fitted for remote controls.	Full gearshift. Roto-Matic control. Fitted for remote controls.	Full gearshift. Roto-Matic control. Remote controls available.	Full gearshift. Roto-Matic control. Remote controls available.	Single lever control. Full pivot steering.	Single lever control. Full pivot steering.	Single lever control. Full pivot steering.	Single lever control. Full pivot steering.
4-stage trim adjustment. Tilt and trailering lock.	4-stage trim adjustment. Tilt and trailering lock.	4-stage trim adjustment.	16-position trim adjustment.	4-position Transom Trigger trim adjustment.	4-position Transom Trigger trim adjustment.	4-position Transom Trigger trim adjustment.	4-position Transom Trigger trim adjustment.	Reverse lock.
15" (20" model available).	15" (20" model available).	15" (20" model available).	15" (20" model available).	15" (20" model available).	15" and 20" (30" kit available).	15" (20" model available).	15" and 20" (30" kit available).	15" only.
3 blade: 10½" x 12". Optional: 10¾" x 11½"; 10¾" x 14"; 10¾" x 13¼".	3 blade: 10½" x 12". Optional: 10¾" x 11½"; 10¾" x 14"; 10¾" x 13¼".	3 blade: 9" x 10½".	3 blade: 8¾" x 8½".	2 blade, semi-weedless: 8" x 7¼".	3 blade, semi-weedless: 8" x 7½".	2 blade, weedless: 6¾" x 6¼".	3 blade: 8" x 5½". Optional: 8" x 4½".	7¼" x 4½".
Safti-Grip slip clutch.	Safti-Grip slip clutch.	Safti-Grip slip clutch.	Safti-Grip slip clutch.	Safti-Grip slip clutch.	Safti-Grip slip clutch.	Safti-Grip slip clutch.	Safti-Grip slip clutch.	Safti-Grip slip clutch.
Quiet spiral gears — 12:21.	Quiet spiral gears — 12:21.	Quiet spiral gears — 12:21.	Quiet spiral gears — 13:23.	Quiet spiral gears — 15:26.	Quiet spiral gears — 12:25.	Quiet spiral gears — 17:28.	Quiet spiral gears — 12:25.	Quiet gears — 12:25.
140 lbs. Fuel tank 11 lbs.	130 lbs. Fuel tank 11 lbs.	79 lbs. Fuel tank 11 lbs.	60 lbs. Fuel tank 11 lbs.	51 lbs. Fuel tank 11 lbs.	41 lbs. Fuel tank 8¼ lbs.	33 lbs. Folding 35 lbs.	33½ lbs. Folding 35½ lbs.	19 lbs.
Blue with white cap and red accents.	Blue with white cap and red accents.	Blue with white cap and red accents.	Blue with white cap and red accents.	Blue with white cap and red accents.	Blue with white cap and red accent.	Blue with white cap and red accents.	Blue with white cap and red accents.	Blue with white cap and red accents.



# X-115



The Evinrude X-115 is a limited-edition, maximum performance version of the Evinrude Starflite 100-S. Its design draws on knowledge and experience gained from building the Evinrude V-4 which holds the world's outboard speed record of 130.9 mph.

Delivering 115 Certified Brake Horsepower from 89.5 cubic inches of piston displacement, it produces the highest horsepower per cubic inch ever certified by B. I. A.

Its new minimum drag gearcase reduces lower unit frontal area by 40%, compared with conventional outboards in its class, and reduces high speed drag by as much as 70%. It combines dual pinion gearing with high thrust gear ratio and standard 3-position mechanical shifting — for the first time on any outboard motor.

The X-115 offers features not ordinarily found on engines in its performance class. Key turn electric starting. 15 amp fully regulated flywheel alternator. Battery powered breakerless CD ignition. Thermostatically controlled cooling. Adjustable transom brackets. And a selection of specially designed underwater and surfacing propellers.

It is currently being produced in limited quantities for high performance runabouts and for high speed skiing and ocean racing hulls. When used on the kind of hulls for which it was designed (and only when used on these hulls), it will deliver single engine boat speeds in the 65 mph range, and dual engine speeds in the 80 mph range.

Condensed specifications are available from your dealer.



# EVINRUDE

***first in outboards***



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A DIVISION OF OUTBOARD MARINE CORPORATION